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AND China Overland Trade Report.

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CONTENTS.

Epitome of the Week, &c.	357
Leading Articles:—	
The Opening of the Inland Waters and Unification of the Tariffs	358
The Hongkong Trade Returns	358
The China Association's Banquet to Sir Henry Blake	358
Indian Troops and the Garrisoning of the Coaling Stations	359
The Imperial Institute	359
The Spanish-American War and the Neutrality of Hongkong	360
The Spanish-American War and the European Powers	360
The Macao Vasco de Gama Celebrations and the Plague	360
Insults to Chinese Women in the Streets of Hongkong	361
Supreme Court	361
The Spanish-American War	362
The Plague	364
Deaths of Europeans from Plague	364
The Sanitary Properties Commission	365
Prince Henry's Movements	366
Hongkong Volunteer Corps	366
The Stranding of the <i>Sishan</i>	366
The Seizure of Forged Bank Notes	368
The Harbour Master's Report	368
Lively Doings on a British Steamer	370
North China Insurance Co., Limited	370
Hall and Holtz, Limited	370
Jebeu Mining and Trading Co., Limited	370
Polo Match	371
There Shall be a Very Grievous Murrain	371
The Vacancy in the Bishopric of Victoria	371
Hoisting of the French Flag at Kwangchauwan	371
Reported Assault on H.E. Li Hung-chang Near the Palace	372
The Collision Between the <i>Woyo</i> and <i>Borneo</i>	372
Hongkong and Port News	372
Commercial	378
Shipping	376

BIRTH.

At Amoy, on the 27th April, the wife of JAMES T. DOUGLAS, of a daughter.

MARRIAGES.

On the 22nd April, 1898, at the Cathedral, Shanghai, by the Rev. A. Elwin, CHARLES ERNEST HALL, of Whangerei, New Zealand, to JEAN, only daughter of Thomas GIBSON, Clackmannan, Scotland, and widow of the late J. D. Meiklejohn.

On the 30th April, at St. Joseph's Church, by the Right Rev. L. Piazzoli, assisted by the Rev. Pdi Maria, A. CATTANEO, to LILIAN MARY, third daughter of W. LYSAGHT, Hongkong.

DEATHS.

On the 29th April, ELIZABETH FRANCES HIGGIN, "Sister Frances," of the Government Civil Hospital, daughter of W. Higgin, of Rosgauna, Carrickfergus, Ireland.

On the 30th April, at No. 1, West Terrace, MARIA LUIZA, the dearly beloved wife of Antonio Paulo GUTERRES, Deputy Superintendent Mercantile Marine Office. Deeply regretted.

At Government Civil Hospital, on the 4th May, LINDSAY STANFORD LAMONT CRAWFORD (eldest son of D. R. F. CRAWFORD, Esq.), Hongkong, aged 20 years and 10 months. Deeply regretted.

On the 5th May, EMMA GERTRUDE IRELAND (Sister Gertrude), at the Government Civil Hospital, of plague.

ARRIVALS OF MAILS.

The American mail of the 2nd April arrived, per P. M. steamer *Belgie*, on the 29th April (27 days); and the German mail of the 4th April arrived, per N. D. L. steamer *Preussen*, on the 3rd May (29 days).

EPITOME OF THE WEEK.

Several cases of hydrophobia have recently occurred at Hanoi.

Mr. R. K. Mansfield will take charge of the Canton Consulate while Mr. Brennan is acting at Shanghai. Mr. Mansfield has recently been acting at Shanghai.

The remainder of the rails and fastenings for the Woosung Railway being expected to arrive by the *Adria* in a few days the work of laying the permanent way will commence almost at once. At Woosung the turntable is already nearly complete, and the repairing sheds are now being fitted up with the necessary equipment. A well has been sunk to supply fresh water to the engines from an elevated tank. It is expected that trains will be running between Shanghai and Woosung before August next.—*Mercury*.

It is reported that at a private meeting recently held in the capital, H.E. Hu introduced the question of conveying tribute rice to Peking by rail instead of boat. The idea was hotly contested by the Manchu officials at present interested in the water carriage of rice, and on the matter being memorialized to the Throne, the reply was that after two years more Hu's wish should be granted. Considering the rapidity with which official changes are made in this country, this seems a pretty safe promise.—*Peking and Tientsin Times*.

The Peiho is reported to be worse than ever. No lighter drawing more than 6 feet 6 inches can get up to the Tientsin Bund, and there is very little water at low tide alongside the wharves at Tangku, while the channel is very narrow. There is plenty of water on the bar, but the mouth of the Peiho is silting up so fast that it is possible at low tide to walk out on the south bank and talk to the people on the light-ship. The railway has reduced its tariff for cargo, and is competing seriously with the Taku Tug and Lighter Company.—*N. C. Daily News*.

From the *Semaine Coloniale* we learn that eight members of a French religious nursing sisterhood left Saigon the other day for Bangkok to establish a general hospital there on account of the French Government. Of the eight sisters six are Europeans and two natives, and in their selection regard has been had to their knowledge of foreign languages. English, German, Portuguese, Chinese, and Annamese are amongst the languages they speak. Their society, that of St. Paul de Chartres, is in charge of the nursing at the military hospital at Saigon.

From a Reuter's telegram we learn that the China Association has given a banquet to Sir Henry Blake. Sir William Des Vœux presided. Sir William Robinson, Sir Cecil Clementi-Smith, and one hundred and fifty others were present. Sir William Des Vœux in proposing the toast of the evening said that Sir Henry Blake assumes the office of Governor of Hongkong under the most favourable auspices. Sir Henry Blake in returning thanks said that whatever might betide, he entertained the most profound belief that Great Britain would be at the top of the tree, and that British interests would ever be paramount (in China?).

According to the *Echo de Chine*, H.E. Chang Chih-tung, Viceroy of Hukwang, has been ordered to Peking as special adviser of the Emperor. The Governor of Hunan, H.E. Chen Pao-chên, and the Governor of Kiangsu, H.E. Kuei Chun, are mentioned as his possible successors. The latter has for the last week been in Shanghai attending on Prince Henry, and the fact that he is a Manchu is likely to tell in his favour. He has certainly made the most favourable impression on all foreigners who came in contact with him during his stay in Shanghai.—*N. C. Daily News*.

Plague is on the increase at Hongkong and during the past week has claimed three European victims, two of them belonging to the nursing staff of the Civil Hospital. Sister Frances (Miss Higgin) died on Friday, 29th April; Mr. L. S. L. Crawford, eldest son of Mr. D. R. F. Crawford, of the firm of Lane, Crawford & Co., on Wednesday, 4th May; and Sister Gertrude (Miss Ireland) on Thursday, 5th May. These cases all excited the most heartfelt sympathy and sorrow and the funerals were largely attended. The disease has now assumed the pneumonic form, which has been unknown here in the previous visitations.

The Haiphong Chamber of Commerce at a meeting held on the 15th April had under consideration the new transit pass rules, and the following resolution was adopted:—In view of the advantages resulting to foreign trade from the opening of the West River—at present as far as Wuchow and shortly throughout its whole length—and from the facilities afforded by the new interpretation of the transit pass system in Kwangsi, the Chamber of Commerce requests that the earnest attention of the Government may be given to this question, of such great interest to the commercial future of the Colony, and would urge it to promote by all means in its power the establishment of commercial transactions between the two countries by according to goods in transit through Tonkin, in addition to all facilities, preferential railway rates, and to purchase in the important markets of Kwangsi part of the supply of opium necessary for the requirements of the Farm.

On Monday evening telegraphic communication with Manila was interrupted and on Tuesday Reuter wired from London that news had been received at Madrid of the complete defeat of the Spanish forces. The inference is that the Manila Government wired the bald information of the defeat to the Madrid Government and immediately cut the cable. Rumours have been in circulation in Hongkong of information said to have been received before the cutting of the cable, but it has been impossible to trace them to any authentic source. A private telegram was said to have been received to the effect that Commodore Dewey was bombarding the Corregidor forts, and another to the effect that in the naval engagement the Spanish cruiser *Reina Cristina* was sunk, but the reports have not been verified. It is assumed, however, that Manila is now in possession of the Americans. For the last three days the arrival of the despatch boat from the American squadron has been momentarily expected, but so far she has not put in an appearance, and the excitement is intense.

THE OPENING OF THE INLAND WATERS AND UNIFICATION OF THE TARIFFS.

With the opening of the inland waters pending, the present is an opportune moment for calling the attention of the authorities, in whose hands the regulations now are, and the public at large, to the importance of securing the carriage of Chinese goods from place to place in China under an even tariff, no matter whether shipped by steamer or junk, as having a direct relation to the laying down cost of British goods. Hitherto we are afraid that this matter has been regarded as one which affects the shipowner, and shipowner only, but apart from the consideration that even were such the case, British ships are as much British goods as either woollens or cottons, and putting aside the fact that the greater the circulation and resultant prosperity of the Chinese the greater their buying power, we purpose showing that it is a question which also affects the home manufacturer and merchants generally.

We take it that the expense of the transport of goods should be based on the cost of carriage, plus a profit to the shipowner, and should not be affected in any way by the fiscal conditions of the country. A very slight knowledge of the methods of government will serve to convince the enquirer that such is not the case in China; and his investigation, if pursued still further, will lead to the conclusion that the low junk freights are not so much due to the cheaper cost of carriage as they are to the facilities which these craft enjoy of "arranging" with the lekin for payment of duty on their cargoes. The methods adopted by the lekin authorities to divert cargo from steamers to junks are too well known to need description here. In most cases the principle they work on is the levy of lekin in addition to Foreign Customs duty on goods from port to port in China, and the lowering of the lekin to below the Foreign Customs duty on those intended for export; nor would there be much objection to this latter, if, as we have heard it asserted, it enabled goods to be laid down at a cheaper rate. What it really amounts to is that the Chinaman is taxed for adopting a quick mode of transit for his goods. It is, however, in its relation to the laying down cost of British goods that this diverting of Chinese goods from steamers concerns us. We will illustrate our meaning. A British steamer has a full cargo of Manchester goods from Shanghai to Chungking or, to come nearer home, say, Hongkong to Nanning. On arrival at Nanning there is a half cargo of exports under outward transit pass waiting for shipment; also a balance, enough to fill the steamer, of goods intended for Samshui or Kongmun. Under existing circumstances the Chinese merchant would, if he shipped that balance by steamer, be compelled to pay Foreign Customs duty and a half and also lekin before shipment and after arrival; consequently in ninety-nine cases out of a hundred he would ship by junk and pay lekin only. The situation then is this: a full cargo of British goods, and a half cargo of Chinese goods intended for foreign consumption, have to bear the expense (plus a profit to the shipowner) of running that steamer to Nanning and back. Had the steamer been able to fill up, her earnings would have been increased and the proportionate cost of laying down British goods in the Chinese market and Chinese goods in the home market would be lessened.

If the steamer owner cannot make a

profit he won't run steamers; if he has to charge high rates of freight the merchant won't ship by his steamers, but by junks, for it must not be forgotten that it is not the British merchant who imports the goods direct into Chungking or Nanning; he sells either in Shanghai or Hongkong to the Chinese and, beyond perhaps getting a transit pass for his buyer, allows them to get the goods to their destination by any means they please. To the average Chinaman quickness of transit and corresponding turn over of capital does not appeal; he prefers the immediate advantage to be gained by the lowness of the junk freights; so that if there is any advantage at all in carriage of goods by steamer, and we wish to see the opening of inland waters whereby British goods will be carried in British ships to every river-side town in China become anything more than a sonorous and high sounding phrase, it behoves all, shipowner and merchant alike, to insist on an equal tariff for all goods no matter whence their origin or the means used for their conveyance.

THE HONGKONG TRADE RETURNS.

Returns of the trade of Hongkong have now been compiled in the Harbour Master's Office for five years. In his report for 1893 the Hon. R. MURRAY RUMSEY said:—"An attempt has been made to gauge the trade of the colony by import and export returns. In the absence of a Custom House it has not been possible to tabulate such returns with absolute correctness, but by the courtesy of the ship agents and masters returns of the bulk cargo imported, exported, and in transit have been rendered possible, the general correctness of which there is no reason to doubt, though a tendency to under-estimate probably obtains." Some time ago the Chamber of Commerce took exception to the returns on account of their alleged want of accuracy, but so far as they go the returns appear to be of value as a means of gauging the general volume of trade and enabling us to see whether we are progressing or not. On comparing the returns for the five years it would appear, if we look only at the total amount of cargo landed, that the trade during that period had been unprogressive, but if the very variable item of rice be eliminated from the comparison it will be seen that there has been a substantial improvement. The total quantity of cargo landed in the colony during the five years was as follows:—1893, 2,717,910 tons; 1894, 2,625,610 tons; 1895, 2,760,954 tons; 1896, 2,791,889 tons; 1897, 2,743,061 tons. Last year, however, the import of rice amounted only to 361,130 tons, as against an average for the previous four years of 712,587 tons, a falling off of 350,000 tons. Deducting rice the cargo landed last year amounted to 2,381,931 tons as against 1,955,536 tons in 1893, an increase of over 21 per cent. The chief defect in the returns is their want of detail, nearly half the total imports being lumped together under the head of "general." The figures under this head for the five years are as follow:—1893, 1,163,962 tons; 1894, 1,079,676 tons; 1895, 1,026,004 tons; 1896, 1,077,090 tons; 1897, 1,211,700 tons. Sugar, which is of especial interest as supporting one of our principal industries, that of sugar refining, shows a steady increase, the import being as follows:—1893, 168,816 tons; 1894, 170,499 tons; 1895, 185,616 tons; 1896, 186,759 tons; 1897, 211,777 tons. On the whole the trade returns for the

past five years cannot be regarded as unsatisfactory, especially when it is remembered that the period includes two plague years, namely, 1894 and 1896. Mr. ROUNSEVELLE WILDMAN, the United States Consul-General, in his recently published interesting report on "Economic conditions in Hongkong" concluded by saying:—"I think Hongkong may expect a continuance of prosperity during the present year. Whatever changes may take place in the neighbouring countries, they can hardly fail to bring material advantage to the colony." That is an accurate view of the position. With the opening of the inland waters of China and the increase in the number of treaty ports the trade of Hongkong cannot fail to steadily increase. The only cloud that hangs over the colony is the plague, of which we are now experiencing another epidemic. This naturally mitigates against our prosperity and is an enemy against which the whole community should work unitedly by placing the colony in a thorough state of sanitation.

THE CHINA ASSOCIATION'S BANQUET TO SIR HENRY BLAKE.

The banquet given by the China Association to the new Governor of Hongkong was a notable function, in more senses than one. It is, if we remember rightly, the first occasion on which a newly appointed Governor of this colony has been honoured by the great and growingly influential Eastern body which has its headquarters in the British metropolis. The gathering on this occasion was due, doubtless, to the circumstance that the affairs of the Far East are now of absorbing interest in the British political as well as the commercial world, and the demand lately put forward, and supported by the British Press, for the rectification of the boundaries of Hongkong, has drawn special attention to this present British Ultima Thule in Eastern Asia. The gathering was notable, too, from the personality of some of those present. A former Governor of Hongkong (Sir G. WILLIAM DES VŒUX) occupied the Chair, the last Governor of Hongkong (Sir WILLIAM ROBINSON) was there to support him, an ex-Governor of the Straits Settlements and some time Acting Colonial Secretary of Hongkong (Sir CECIL CLEMENTI SMITH) was present, and the newly appointed Governor (Sir HENRY BLAKE) was the guest of the evening. The gathering was a large and representative one, there having been upwards of one hundred and fifty members and friends of the Association at the festive board, all of whom are deeply interested in the maintenance of British commerce and British prestige in China.

The tone of the speeches would seem to have been very hopeful. The president, in proposing the toast of the evening, said that Sir HENRY BLAKE assumes the office of Governor of Hongkong under the most favourable auspices. In returning thanks for the honour paid to him the guest of the evening remarked that whatever might betide, he entertained the most profound belief that Great Britain would come out top, and that British interests would ever be paramount (presumably in China). From those remarks, telegraphed by Reuter, it would really seem that strong hopes are entertained at home that the Government are negotiating, and will obtain, the rectification of the boundaries of Hongkong. The favourable auspices of which Sir WILLIAM DES VŒUX spoke can hardly refer to the actual local conditions: they must surely be sought for in

improved prospects for the future. No doubt the opening up of railways and mines in China, if carried out energetically, with foreign capital and under foreign supervision, would have a pronounced and beneficial effect even in this Colony, more especially if the right to make the line between Canton and Kowloon has been secured by British capitalists. So far nothing has been announced to this effect, and in the absence of definite information it would not be safe to assume that a concession of the kind had been granted. We can only hope that Sir WILLIAM DES VŒUX and Sir HENRY BLAKE had something more solid than either their wishes or convictions to go upon in expressing the opinions with which they are credited.

So far we have received no information from a British or authoritative source indicating either that negotiations are actually in progress or that any promise has been made by the Chinese Government in the matter of the rectification of the frontier. The Japanese papers persist in asserting that the cession of the territory at the back of Kowloon has been agreed to by China, while a Tientsin native paper (the *Kuo Wen Pao*) asserts that the Chinese Government have replied to the British Government to the effect that the matter will be considered so soon as the occupation of Kwongchauwan by the French is an accomplished fact. It is hardly likely that the British Government have actually made a convention on this subject as yet, or the main terms would have been sure to have leaked out, but there may be an understanding with the Tsungli Yamen, though we cannot credit that it is coupled with any such condition as that mentioned by the Tientsin paper. However that may be, we sincerely trust that our new Governor has good and sound reasons for the faith that is in him. It would certainly be a sad failure to seize opportunity if Great Britain neglected at this juncture to press her claim for a necessary extension of her Kowloon frontier and the cession of the isles to the south of Hongkong. The territory sought is of little real value, as it consists almost entirely of barren hills, but the Colony may before long require a further supply of fresh water, and she is certain to need a little room for reasonable expansion. It is not much to ask for, but it is worth an effort to obtain, because without it we are almost at the mercy of an invader and in case of attack would have to trust mainly to the Fleet for the protection of the port.

INDIAN TROOPS AND THE GARRISONING OF THE COALING STATIONS.

The statement contained in a telegram to the *Times of Ceylon* to the effect that the 1st Bengal Infantry, now stationed at Jhansi, has been ordered to embark at an early date at Bombay for Mauritius for garrison duty in that colony is interesting to all the Eastern Crown Colonies and coaling stations. It is not stated whether the regiment that is being sent is an addition to the garrison of Mauritius, or whether it is in substitution of the half battalion of English infantry which, with a company of Royal Artillery and a detachment of Royal Engineers, constitutes the existing force maintained there. Probably the Indian regiment is an addition to the very slender garrison at present responsible for the defence of that considerable island. If so, the utilisation of Indian troops to assist in garrisoning the coaling stations has apparently been decided upon. The enrol-

ment of a special battalion to be called the Hongkong Regiment, for the reinforcement of the garrison in this Colony, was the first step in this direction, and the idea has since been extended by the creation of the Hongkong and Singapore Royal Artillery, and the formation of the semi-military force known as the Perak Sikhs. In Ceylon, too, a corps of Indian Artillery has been added to the garrison. In these cases, however, the troops have been specially raised; while in the case of Mauritius one of the regular Indian regiments of infantry has been ordered abroad for service. Presumably the step will not be unpalatable to the men, and the fact that Indian regiments can be moved out of their country to other parts of Asia or Africa is something worth knowing. Of course it is possible that the despatch of the 1st Bengal Infantry to Mauritius may be only a temporary measure necessitated by the present disturbed political situation. On the other hand, it may have been thought necessary to permanently augment the Mauritius garrison owing to the presence of a large French force in Madagascar. But whatever may be the reason for the movement, it is clear that, in the future, there will be no hesitation, in the event of the necessity arising, in drawing on India for troops not only for special expeditions, such as the China war or the recent operations in Uganda, but also for permanent garrison duty abroad. It is reported that a regiment of Indian troops will be employed to assist in forming the garrison for Weihaiwei. This is doubtless mere speculation, but it is a probable supposition. We may also, with equally good reason, suppose that, in the event of an addition being made to the territory of this Colony, the garrison would be supplemented by troops from India. The difficulty of maintaining the strength of the army in Great Britain by voluntary enlistment grows greater every year apparently, and though it is proposed to raise the rate of pay this measure will hardly do more than keep up the recruiting at the former level. There is no reason why additional regiments should not be raised in India. Good material abounds, and the service is popular with the fighting races of the north. Troops cannot well be spared from the regular Indian Army, and it would be wiser to enlist several battalions for colonial service than to detach the regular forces. Another battalion might be added to the Hongkong Regiment, and a third raised for service at Weihaiwei. In this way the garrisons of the coaling stations might be brought up to something like an effective strength without causing too severe a drain on the British Army.

THE IMPERIAL INSTITUTE.

The Imperial Institute has now been in operation for five years. During that time it has rendered valuable service to the trade of the Empire, and a circular letter has recently been issued to the various Colonial Governments in which the opinion is expressed that if its nature were better known the Institute might render still more valuable service to the several countries composing the British Empire. In an accompanying memorandum a concise account is given of the nature and operations of the Commercial and Industrial Information Office and the Scientific and Technical, or Experimental, Department, which carry on their operations hand in hand. In another paper an epitome is given of illustrations of the manifold character of the work which is continuously carried out by them in the interests of the commerce and industries of the

colonies and India. In this latter document we are informed that "the *Oil and Colourman's Journal* wrote for samples of tung-tree oil "and information as to the source of supply. "The samples and particulars were supplied. "Several other enquiries respecting the "same material have been dealt with." Under the heading of Hongkong the following entry is made:—"Tung oil—Recommended as a substitute for Baltic linseed oil." This is an example of the way in which the Institute may prove of direct utility to particular branches of trade. Collections of the natural and manufactured products of India and the various colonies are maintained and have been largely visited and made use of, and subsidiary collections have been supplied to various technical and scientific schools and societies in the provinces. In February, 1887, Mr. E. F. Law, who had been recently appointed by the Foreign Office as the First Commercial Attaché, and had been previously connected with the War Office Intelligence Department, submitted to the organising committee the suggestion that most valuable assistance would be rendered to those interested in the commerce and trade of the Empire by the continuous and systematic supply of such varied and detailed information on commercial matters as was manifestly beyond the reach of individual merchants and manufacturers, and that the requirements might be met by making a commercial intelligence department the central feature of the Imperial Institute. Lack of means has operated against the carrying out of the idea on the scale that is desirable, but the bureau has been made use of by persons in almost all parts of the Empire. The scientific and technical department not only carries out scientific investigations and analytical examinations of products from all parts of the Colonial and Indian dominions, but also institutes, in connection with such investigations, comparative examinations of products of recognised value and importance obtained from other sources, and it advises the Indian and Colonial Governments on scientific and technical questions relating to the manufacture and commercial utilisation of products, and the development of manufacturing industries in the Colonies and India.

In 1888 the Organising Committee adopted a proposal to organise a school for the study of modern Oriental languages, for the cultivation of which there have for some years past existed important Government establishments in Russia, Germany, Austro-Hungary, and France, but for which only some small pecuniary aid is furnished by the Foreign Office to Oxford and Cambridge. An arrangement was successfully brought about in 1890 between University College and King's College, by which a School of Modern Oriental Studies was organised, the courses of instruction being divided between University College and King's College, while the machinery of the school is worked by the Imperial Institute Authorities. The number of students entering is, however, small, and does not show any prospect of increase; this is mainly due to the circumstance that the chief Departments of the Government, the Foreign Office, the India Office, and the War Office, which are practically and directly interested in the existence of efficient organisations for promoting the cultivation of modern Oriental languages, declined to accede to applications made by the Executive Council that certificates of proficiency gained by students at the school might be officially recognised as evidence of qualification for official appointments under the Govern-

ment. It may be remembered that in the House of Commons the other day, it was stated on behalf of the Government, in reply to a question regarding the study of the Chinese language, that it was thought the young men who joined the Consular service could learn the language best on the spot. However this may be, no official recognition of the school has been forthcoming. It was contemplated to engage native instructors with a view to carry on classes in colloquial instruction, and it has also been attempted to carry on evening classes which could be attended by the employés of banks and houses engaged in Oriental trade, but as the Institute does not possess funds which can be devoted to the payment of instructors it has not been possible to carry these proposals into effect. A proposal by one of the important Eastern banking houses to guarantee the attendance of a minimum number of its employés and pay a fixed subsidy to cover the cost of the instruction has not been up to the present time adopted by a sufficient number of other houses to allow the Institute to become responsible for the payment of instructors, the present staff of Professors at the two Colleges being paid only by the fees received from students. It is to be regretted that the efforts of the Institute to promote the study of Oriental languages has not been attended by a larger measure of success, for in the new developments that are taking place the knowledge of such languages is a factor of consequence in preserving the position hitherto held by British trade.

Notwithstanding the comparative failure in promoting the study of Oriental languages, however, the Imperial Institute has during the few years of its existence done valuable work and has proved that it is an institution deserving of the support of the Colonial Governments and of all corporations and individuals interested in the furtherance of British trade. As is stated in the papers before us, at the time the Institute was projected, commercial and industrial bodies and the Government authorities had not long become fully alive to the great importance to be attached to comprehensive measures for the promotion of technical and commercial education in the United Kingdom, and were but imperfectly acquainted with the grave extent to which, in several very important directions, our trade was becoming prejudicially affected by the advantageous conditions, of their own creation, under which some foreign countries entered into competition with us, in meeting certain requirements of colonial and foreign markets. Since that time public opinion has been more fully aroused on this point, and in the Imperial Institute we have an organisation that seems well adapted to serve as the means of bringing about united action to supply what is lacking. The Institute has appointed foreign correspondents in various parts, but we would suggest as a practical means of ensuring sympathy and support in the colonies the appointment of local branches with local secretaries and facilities for the payment of subscriptions on the spot. As matters stand at present the Institute is not brought sufficiently closely home to residents in the outlying dependencies of the Empire. As the Navy League is an organisation working for the maintenance of Britain's supremacy at sea, so the Imperial Institute ought to be regarded as an organisation working for the maintenance of Britain's supremacy in trade. Whether it would be possible in Hongkong to secure a local representative who would do for the Imperial Institute

what Mr. POLLOCK has done for the Navy League is doubtful, but something, we think, might be done to stir up public interest and the attempt would be well worth the trial.

THE SPANISH-AMERICAN WAR AND THE NEUTRALITY OF HONGKONG.

(3rd May.)

The late Sir JOHN SMALE took considerable credit to himself for having, when he occupied the position of Attorney-General, successfully steered the Hongkong Government through the difficulties connected with the preservation of neutrality at the time of the American civil war. In acknowledging an address presented to him by the community on the eve of his departure from the colony he referred to this as a point in his career that afforded him satisfaction but which had not been very often thought of, and he went on to say that vessels came into this harbour from the one side and the other, that one ship especially committed a breach of the regulations, that it was a difficult thing to know how to deal with that question, and that an error on any point might have opened up a claim similar to the *Alabama* claims. At the time of the Franco-Chinese war also the Hongkong Government had delicate questions to deal with. The present war between the United States and Spain is, however, likely to surpass either of the previously mentioned conflicts in the delicacy and intricacy of the points that may arise in connection with the preservation of neutrality. In the almost certain event of an action between the United States Asiatic squadron and the Philippine squadron of the Spanish navy disabled or fugitive vessels of one or both sides may seek refuge in this harbour, and afterwards endeavour to put to sea again under circumstances that the other side might have a right to object to as constituting a breach of neutrality on the part of this colony. The insurrectionary party in the Philippines are, moreover, co-operating with the Americans, and they have one of their head centres in Hongkong and are understood to entertain designs of fitting out expeditions to land men and arms in Luzon. Very careful watch will therefore have to be kept by the Hongkong Government and wise discretion exercised in dealing with such points as may arise in connection with these matters. While the sympathies of the Government, as of the community, may be with the United States the observance of strict neutrality in all executive acts is imperative so long as the neutrality proclamation remains in force.

THE SPANISH-AMERICAN WAR AND THE EUROPEAN POWERS.

(3rd May.)

The danger of the Americo-Spanish war leading to a general conflict amongst the great Powers of the world, though we trust it may be regarded as remote, is well within the bounds of possibility. The press of Europe, with the exception of that of England, sympathises with Spain, and as the struggle progresses this sympathy may become translated into active assistance. The longer drawn out the war the greater will become the danger of the area of disturbance extending. If America can dispose of her adversary shortly and sharply there may not be time for the views and feelings of the other Powers to crystallise before the end comes, but if Spain, contrary to anticipation, is able to

make a prolonged resistance and the other side begins to display signs of exhaustion, one or more Powers may seize what they would perhaps deem a not unwelcome opportunity of dealing a blow at American ambitions and the Monroe doctrine. In that case, if things went hardly with the States, Great Britain might be drawn into the quarrel, for in the last resort the two great sections of the Anglo-Saxon race are bound to support each other. At present happily the danger is remote; we trust it may never become imminent.

THE MACAO VASCO DE GAMA CELEBRATION AND THE PLAGUE.

(2nd May.)

Great preparations are being made at Macao for the celebration of the fourth centenary of the discovery of the sea route to India, and the programme of festivities includes Chinese processions. In view of the present prevalence of plague and in the interests of humanity and the public health we would earnestly implore the Celebration Committee to omit that item. There is every reason to believe it was the Chinese procession in Hongkong in 1894 that sowed the seeds of plague here by producing a large influx of Chinese visitors from Canton, where the disease was then raging. At Macao they unhappily have the disease now, but so far its ravages have been confined within comparatively moderate bounds. To cause the assembling of the Chinese in packed crowds in the streets, however, would be to set up a means of propagation which might cause the plague to spread like wildfire in Macao itself and also to extend to surrounding places from which visitors might have come to see the sights. Seeing this great danger surely the Macao authorities will recognise the advisability of so modifying the programme of the Vasco de Gama celebration as to avoid drawing large crowds of Chinese together, or of postponing the celebration for a few months should it be deemed desirable to carry out the original programme in its entirety. Should the celebration take place as originally arranged, and, as is probable, large crowds of Chinese flock over from Hongkong, it will be the duty of the authorities here to see that they are not allowed to return unless they undergo medical surveillance of a much stricter character than the examination already imposed on arrivals from Macao. We can understand and sympathise with the disappointment of our Macao friends should anything occur to mar the celebration which has been looked forward to with such interest and for which such great preparations have been made, but the danger to the public health cannot be ignored.

(3rd May.)

We are glad to observe that the idea of omitting from the programme of the approaching Vasco de Gama celebration at Macao all items that are calculated to draw together crowds of Chinese is advocated in the *Echo Macaense* of the 1st May, a copy of which reached us yesterday. The items mentioned are illuminations, fireworks, Chinese processions, street decorations, exhibitions of flowers and curios, and sports. Under the circumstances at present existing our contemporary urges that the occasion might be worthily celebrated simply by the firing of salutes, the Te Deum, the ball at Government House, and the inauguration of the monuments. It is further urged that the money it was intended to spend on the items now proposed to

be abandoned could be more advantageously utilised in purchasing and reconstructing insanitary sections of the town. We should think the sum in question would not be large enough to go very far in that direction, but our contemporary also puts forward a scheme for compulsory sale against payment in promissory notes, which it thinks might ultimately result in a profit. On that portion of the article we are not in a position to comment, but it is to be hoped most sincerely that the Macao authorities will adopt the suggestion to avoid collecting Chinese crowds together during the prevalence of plague.

INSULTS TO CHINESE WOMEN IN THE STREETS OF HONGKONG.

A correspondent draws our attention to a subject that has on previous occasions been mentioned in this column, namely, the extreme annoyance to which Chinese women walking in the street are subjected by the insulting and indecent language used towards them by the coolie class and street urchins. Mention is made by our correspondent of a case in which a young woman was followed from D'Aguilar Street, up Wellington Street, and along Lyndhurst Terrace by a crowd of youngsters using the most filthy language. It is said that several lukongs joined in the hooting, but this statement we should be inclined to doubt. The lukongs, we should think, would be more likely to simply stand by and grin at the amusement afforded them than to commit any overt breach of their duty that might land them in trouble. In Canton, our correspondent says, Chinese women move about freely everywhere without being subjected to any annoyance beyond an occasional remark on their beauty or the colour of their dress, and even this is rare, whereas in this British colony, where our government is supposed to be so much superior to that of Canton, native women are jostled and insulted on all hands whenever they show their faces in the streets. The matter is one which might well receive the attention of the police authorities.

SUPREME COURT.

29th April.

IN ADMIRALTY JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE) WITH COMMANDERS HASTINGS AND HENDERSON AS ASSESSORS.

THE COLLISION BETWEEN THE "KWANGLEE" AND THE "POWAN."

The hearing of this case, which was commenced on Tuesday, was resumed. It was a cross suit, the China Merchants Steam Navigation Company, owners of the *Kwanglee*, and the Hongkong, Canton, and Macao Steamboat Company, owners of the *Powan*, each claiming damages against the other, the claims arising out of a collision which took place between the vessels named on the morning of January 25th in the harbour.

Mr. Francis (instructed by Mr. H. L. Denny) appeared for the owners of the *Kwanglee* and Mr. Pollock (instructed by Messrs. Deacon and Hastings) for the owners of the *Powan*.

Captain Patrick, of the *Powan*, was cross-examined by Mr. Francis. He said the European deck officers consisted of the first and second mates and himself. At the time of the collision the chief officer had just relieved the

second officer, because the latter was on his way to his station at the time. The first officer was with the ship, but the second officer left of his own free will about three weeks after the collision. Witness came on deck at ten to one, at which time the steamer was abreast of Green Island. They did not steer by compass, but steered for the western end of the line of junks. The lights on the junks were lower than the lights on the *Praya*, and that was how he distinguished them. The distance from abreast of Green Island to the entrance to the southern fairway he could not tell, because he had never measured it. He could not tell what distance they were from the western side of the line of junks when he could see it clearly. When abreast of the junks he was going at the rate of about six knots, which would take him about 200 yards in a minute. When he gave the order to steady he saw there was a possible danger of collision, but he did not whistle, or slow, or stop, or reverse. When he gave the order to port he would be four or five ships lengths—or four hundred feet—off. At that time the steam launch was a little to the eastward of the *Kwanglee*. He ported no more than a quarter of a point, and then the order to steady was given, and he began to head to the northwards of the sternmost light on the *Kwanglee*. He was then about two ships lengths off. A few seconds after he steadied he saw that the launch had changed her course, and a few seconds after the launch showed her red light he gave the order "hard to starboard" being then about half-a-ship's length off the aftermost light on the *Kwanglee*. He was on the bridge at the time, and he was there at the time of the collision and immediately afterwards. He did not mistake the green light on the end of the China Merchants Wharf for a launch. He was certain there was a launch there.

The hearing was further adjourned.

5th May

The Chief-Justice, in delivering judgment, said that in this case plaintiffs as owners of the steamer *Kwanglee* brought an action against the owners of the steamship *Powan* claiming damages on account of a collision between the two vessels. Defendants, on the other hand, brought an action against plaintiffs claiming damages in respect of the same collision. The general circumstances relating to the collision were not in dispute. It appeared that it took place on the early morning of the 25th of January last, a few minutes past one o'clock. At that time the *Kwanglee* was moored alongside the China Merchants Wharf, which was the wharf belonging to plaintiffs. The *Powan* was coming to Hongkong from Canton, and in endeavouring to get into the fairway she struck the *Kwanglee* some 12 feet from her taff-rail on the starboard port. The point of impact as regarded herself was a few feet from her stem on the starboard bow. Considerable damage was done to the *Kwanglee* by the collision. Some plates were broken, the stern post, he thought, was broken, and other damage done, a boat being damaged when the *Powan* came forward again after having backed. The wharf was also bent out of the straight line a considerable distance and much damaged. The mooring rods were also to some extent broken. On her side the *Powan* also sustained some damage on her starboard bow, where she had struck the *Kwanglee*. The night was dark but clear. There was a little wind from the north and there was a current setting eastward going at the rate of about a knot an hour. Under these circumstances each side said the other vessel was entirely to blame for the collision, and it became necessary to consider how far the facts supported them in their respective contentions. He would take the case of the *Kwanglee* first. The *Kwanglee* was moored alongside her wharf. It was not disputed that she had been accustomed to be moored there from time to time when she was in the harbour at Hongkong. It was in evidence also that some of plaintiffs' vessels were longer than the *Kwanglee*, and it was said that they lay alongside in the same manner. She was carrying that night an anchor light or a riding light in her fore-stays, complying with the regulations relating to lights of that

kind, and there was no doubt on that point. Further there were lights reflected from the decks on the starboard side through the 'tween decks, but these lights ended a distance of some 32 feet or thereabouts from the stern and taff-rail. Some 35 feet of the vessel was projecting beyond the extremity of the China Merchants Wharf and into the fairway. She carried no stern light. This being her position, it was said in evidence that there were two quartermasters on watch that night, and there was no pretence that they were not keeping a proper look-out. One of them said he made out the *Powan* at some little distance away to the west coming up, but he did not of course think at first that she was going to come into collision with the *Kwanglee*. As soon as he thought there was a danger of such a collision he went and called the chief officer, who at once jumped out of his berth. He had hardly jumped out before the shock of the collision came, and therefore he and the other officers could not give much evidence as to the circumstances preceding the collision. It was admitted that the *Kwanglee* had no stern light, and the point arose as to whether she should have carried one under the circumstances. The regulations for the prevention of collisions at sea, which came into force on the first of July, 1897, were relied upon by defendants. By article 11 of those regulations it was provided that a vessel of 150 feet or upwards in length, and the *Kwanglee* was some 286 feet in length, when at anchor should carry in her forward part at a height of not less than 20 feet and not exceeding 40 feet above the hull one side light—a white light in a lantern which could be seen at a distance of at least one mile—and that she should carry in the stern of the vessel, at such a height that it should not be less than 15 feet lower than the forward light, another such light. This provision was a new one and did not seem to have been contained in previous regulations relating to this subject. It was clear that the contention of the defendants was well founded, if the *Kwanglee* was governed by these provisions, that she did not comply with this provision. It was a matter of law for the Court to determine whether she was bound by that provision. On the part of plaintiff it was contended that she was not bound by these regulations on that point, but that there were certain harbour regulations made by the Legislative Council of this colony which applied to the case, with a reservation to which he would presently refer. These provisions were contained in section 27, sub-section 2, of the Merchants' Shipping Consolidation Ordinance, 1891, of this colony, and he was of opinion that in this case the *Kwanglee* was not governed by article 11 of regulations for the prevention of collisions at sea, but by section 27, sub-section 2, of the Merchants' Shipping Consolidation Ordinance, 1891. That being so it followed that on the night in question the *Kwanglee* complied with statutory requirements. That, however, did not entirely dispose of the question as to whether or not she was to blame in any way for this collision. In the regulations for the prevention of collisions at sea there was an article which had a bearing upon this point, which article said that if any master or crew neglected to keep a proper look-out or neglected any precaution required by the ordinary practice of seamen he should be liable. He considered that this article applied to the *Kwanglee* in the present case. Her stern was projecting a distance of from 30 to 40 feet beyond the end of the wharf into the fairway. It was not alleged on the other side that she could have drawn her bows nearer up to the wall, but still the fact remained that she projected into the fairway some 35 feet, and the whole of that length was unlighted. His assessors thought that under those circumstances it was neglect of a precaution required by the ordinary practice of seamen and that that neglect contributed to the collision. The effect of this finding was that the *Kwanglee* was to blame for this collision. It would be necessary to consider the case of the *Powan* before settling whether the *Kwanglee* was solely to blame or only partly to blame. With regard to the case of the *Powan*, the facts as put forward for the defence were in some ways not altogether satisfactory. Her defence was founded to a great extent on the con-

tention that she was embarrassed in her course by the manoeuvres of a launch which apparently was a police launch. With regard to that the officer in charge of the launch on that night, apparently the only launch which could have been intended as far as one could make out, gave evidence entirely at variance with the evidence given on behalf of the defence. The case for the *Powan* was this: After leaving the Capsuminn Pass the second officer was in charge. The captain said he came on to the bridge, her position then being abreast of Green Island. The vessel was then going about six knots, and there was a current eastward of about a knot. He said that when he got some 1,200 feet from the westernmost junk of the line of junks opposite China Merchants' Wharf on the north side of the fairway he starboarded the helm, swinging round to come up in the channel of the southern fairway. He immediately made out a steam launch in the midst of the channel going, he thought he said, in a south-western course towards the direction of the China Merchants' Wharf. He said that on seeing this steam launch he thought he could not get into the fairway, and so he steadied his helm and shortly after he ported his helm. That of course would take him further into the land and more towards the China Merchants' Wharf. He said that at that time the launch had shown her green light and her white light. Shortly after the launch turned round and showed her red light, and he at the same time apparently found he was getting on to the vessel lying alongside the China Merchants' Wharf. He put his helm hard a starboard, and at the same time or immediately afterwards gave the order to go full speed astern. That order, it was said, was obeyed at once. It appeared in evidence that the order to reverse and go full speed astern was given about 30 seconds before the collision. The chief engineer said it took about ten seconds to get the engines to go astern, so that a matter of some 20 seconds only elapsed between the going astern and the collision. The first officer said he went forward about 15 seconds before the collision and he admitted that at that time the collision was inevitable. The *Powan* struck the *Kwanglee* in the manner he had already mentioned. With these facts before them the assessors advised him in the following way—first that having regard to the character of the night and her (*Powan*) failure to see her leading mark in making the harbour, namely, the green light at the end of the China Merchants' Wharf, she ought on approaching the end of the southern fairway to have gone half-speed. Secondly, that on the assumption that the launch was present and manoeuvring in the way stated by the defence the *Powan* was in error in steadying and afterwards porting her helm, and that if she had gone on her starboard helm she would have gone clear and passed into the northern part of the fairway. Thirdly, it was admitted that the whistle was never used by the *Powan*, and he must confess that under the circumstances it struck one as strange that no warning note was blown with the whistle. Fourthly, that when she ported her helm she must have known that the manoeuvre would bring her on to the China Merchants' Wharf or thereabouts and she ought therefore at the same time to have stopped and reversed. Fifthly, that generally the vessel was not navigated with seamanlike skill. The assessors were both of opinion that there was a good deal of want of decision, of want of proper discipline, displayed by the officers of the *Powan*. Sixthly, that these circumstances contributed to the collision. The result of these findings was that the *Powan* also was to blame for this collision, and the general result therefore of the whole case was that the assessors thought, and he concurred with them, that both sides were to blame in respect of this collision. The result, therefore, would be judgment would be entered for plaintiffs for the recovery of the moiety of their damages in respect of the collision and that on the counter-claim defendants recover a moiety of the damages sustained by the *Powan*. There would be the usual order as to costs in these cases—that each party was to bear its own costs. In regard to the assessors he thought it would be proper to say each party should bear half the costs. There would be an enquiry to assess the damages.

3rd May.

IN ORIGINAL JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE.)

IN THE MATTER OF THE NEW AMOY DOCK COMPANY, LIMITED AND REDUCED.

Mr. Pollock (instructed by Messrs. Johnson, Stokes and Master) explained that this was a petition for confirming a resolution reducing the capital of the said company from the sum of \$60,000 to the sum of \$40,500.

An order was made in the following terms:—Special resolution confirmed; minute approved; use of words "and reduced" dispensed with forthwith.

May 4th.

IN APPELLATE JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE) AND MR. JUSTICE WISE (PUISNE JUDGE.)

MANA SINGH V. YEUNG KAU.

Mr. Francis, Q.C., said that he appeared in this case for the appellant, defendant in a suit below. The action in the Summary Court was brought by Mana Singh against Yeung Kau. Plaintiff claimed \$590 principal and interest due on a promissory note dated June 29th, 1897, given by defendant to one Yeung San and endorsed to plaintiff. It appeared in evidence that Yeung San was an infant at the time the note was endorsed over to him and that defendant was also an infant under the age of 21 years on the date gave the note. The defence raised in the Court below was infancy but the learned Judge in the summary jurisdiction of that court decided in favour of plaintiff and against the plea of infancy, and defendant was desirous of appealing against that decision under the provisions of section 41, Ordinance 14 of 1873. Having read the notice of motion Mr. Francis, continuing, said the application had been set down for hearing that day so as to be within the seven days during which an application of that sort must be made to the Court, and he would ask their Lordships to adjourn the hearing of the application if necessary as he was not prepared with any arguments for the moment.

The application was granted, Thursday of next week being fixed for the hearing.

2nd May.

IN SUMMARY JURISDICTION.

BEFORE MR. JUSTICE WISE (PUISNE JUDGE.)

MONA SINGH V. YEUNG KAU.

In this case plaintiff claimed from defendant \$590 principal and interest due on a promissory note given by defendant to one Yeung San and endorsed to plaintiff. Defendant raised the plea of infancy, but in giving judgment for plaintiff with costs his Honour said the plea must fail.

Mr. Grist appeared for plaintiff and Mr. Ewens for defendant.

At the Magistracy on 3rd May a coolie named Chan Kam was charged with unlawfully having in his possession without a license from the Government 26 lbs. of gunpowder. On Monday afternoon Inspector Baker met him in Shau-kiwan road carrying two bags. When asked what he was carrying defendant said rice, but when the Inspector opened the bags he found that they contained 20 lbs. of gunpowder. He subsequently found 6 lbs. more in defendant's house, in which he also found a plant for manufacturing gunpowder. The man had only a permit from Government for 2 lbs. of gunpowder. Defendant said the powder was ordered by a Government contractor, who asked him to bring it to the quarry for blasting purposes. A fine of \$50 was imposed.

THE SPANISH-AMERICAN WAR.

30th April.

No news has been received from the American fleet or from Manila for the last two days. The fleet, however, should be sighted in Manila to-night, where they will in all probability have arrived uninterrupted. It is not at all likely that the Spanish fleet would leave Manila with a view to engaging their enemy. There is some uncertainty with regard to the immediate future of Manila. Admiral Dewey considers that his duty will have been performed when he has captured the Spanish fleet and secured the safety of American trading vessels. We understand that some eleven American trading vessels are overdue at different ports, and some anxiety is felt in consequence. The question of forming a provisional Government at Manila is one with regard to which Consul Williams will use his discretion.

It is thought that there are not many Spanish troops in the neighbourhood of Manila. The officers and men in the American Squadron number about 2,000.

It is probable that the *Concord* will return to Hongkong from Manila on Wednesday next for despatches.

A notification has been issued by the Cable Companies to the effect that the use of secret language, whether "code" or "cypher," in private telegrams to the Philippine Islands is for the present prohibited by the Spanish Authorities.

Emilio Aguinaldo, who was leader of the insurrection in the Philippines last year, will arrive in Hongkong from Singapore in the P. & O. steamer *Malacca*. During his leadership Aguinaldo formed a provisional Government with a Council consisting of seven persons. He himself was President and I. Atachio Minister of the Interior. Our readers will remember that some weeks ago the latter applied on behalf of himself and others for an injunction to restrain Aguinaldo, with whom the Hongkong and Shanghai Bank and the Chartered Bank of India, Australia, and China were joined as defendants, from parting with \$400,000 remitted to Hongkong by the Spanish Government for distribution among certain of the leaders in the late insurrection. We understand that Aguinaldo's colleagues purport repudiating the action taken by Atachio and expressing their unabated confidence in Aguinaldo.

We learn that Aguinaldo and his colleagues are formulating a plan for going to Manila in their own vessel. They have a large supply of ammunition and arms.

2nd May.

A report was current on Saturday that the American fleet had been sighted off Manila. Reuter telegraphs that the Spanish fleet had put to sea from Manila to meet the Americans, and if this is so the meeting ought already to have taken place, but having regard to all the circumstances that is hardly likely. Reuter's statement is no doubt founded on official information telegraphed by the Manila authorities to the Government at Madrid, and as long as the telegraph is controlled at the Manila end by the Spaniards we must expect to receive our earliest information of important occurrences by the circuitous route via Madrid and London, as the Manila Government will probably either stop independent press messages altogether or at least delay them until their own messages have reached Madrid and so much of the information as is deemed prudent has been communicated to the Madrid press.

There is no reason to doubt that the Spanish squadron has left Manila, but it does not follow that it is intended to at once give battle to the Americans. In Manila papers received on Saturday it is stated that the men-of-war then in the Bay were to leave and cruise along the coasts of Luzon with Subic as their central port. The intention may be to play a game of hide and seek with the Americans and thus draw off the attack from Manila. Persons who ought to know say that it would have been a fatal error for the Spanish vessels to await the attack in Manila Bay, as that would not only have placed them at a disadvantage in manoeuvring but would also have carried the tide of battle into dangerously close proximity to the city of Manila itself.

Subic, which it is apparently intended to make the headquarters of the Spanish fleet, is a bay

on the coast of Luzon some twenty miles north of the entrance to the Bay of Manila. It has for some time past been in contemplation to establish the chief naval station of the Philippines there, and an order for a large floating dock for it is at present in course of execution by an English shipbuilding firm. As yet we believe the place possesses no defences of any consequence, unless it be in the shape of mines that have been hastily laid down in anticipation of the present trouble. It is not unlikely that the first move of Commodore Dewey may be to take possession of Subic and utilise it as his base from which to operate against the Spanish fleet and Manila.

Reliable news from Manila having been scarce for the past few days considerable interest was aroused by the arrival in Hongkong harbour on Saturday of the Blue Funnel steamer *Memnon* from Sandakan via Manila and Captain Mogridge has been besieged by interrogators anxious to know how he left things in the Archipelago. We may state that the *Memnon* left Sandakan on the 19th of April and reached Manila at two o'clock on Saturday morning, April 23rd. At this juncture, of course, any vessel arriving there is closely scrutinised by the authorities, and consequently as the *Memnon* made her way to the anchorage a Spanish gunboat approached her but after cruising round and subsequently coming alongside, the officers were satisfied and the *Memnon* was allowed to proceed to the anchorage without further question. The vessel was several days in port, during which time the officers went freely about the town, where there were no visible signs of active preparations to resist a bombardment. The cafés were crowded with Spaniards in the evenings, and the discoursing of music by the bands was going on as usual. Among the foreign residents, however, much excitement prevails. In prospect of a scarcity of food British, Americans, and Germans are laying in large stocks of provisions, and ships entering the harbour are boarded by Europeans offering large sums for British flags to hoist over their residences. Hundreds of Chinese are selling their businesses and deserting the port. The *Memnon* brought about 550 over, as much as \$50 being freely offered for a deck passage. Some Spanish residents also came by her to Hongkong. The *Memnon*, in addition to her usual cargo, also brought over in her strong room specie to the value of \$500,000. She left Manila on Wednesday evening. As she left the harbour a small gunboat came in towing a large lighter which had been used in laying mines. The *Memnon* did not sight the American squadron, but on Friday morning she passed the *Esmeralda*.

We take the following items from the Manila *Comercio*, the portions in quotation marks being literal translations:—

"In supplication to the Almighty for the triumph of our arms and the complete pacification of Spain and her colonies, our venerable Prelate has ordered that Wednesday, the 27th March, at eight o'clock in the morning, a rogation procession shall take place, which will leave the Holy Cathedral Church and traverse the Plaza de Palacio; and on its return the most Holy Host will be exposed and will remain exhibited until eight o'clock in the evening. We do not doubt that throughout the day great numbers of the faithful will repair to our holy church to support the pious desires of His Illustrious Excellency."

On Sunday, 24th April, the Municipal Corporation of Manila organised a grand demonstration, which is reported by our contemporary to have evoked the greatest popular enthusiasm. The Spanish flag which is hung in the Town Hall was borne in state, accompanied by the Corporation, to the Palace of the Governor-General, where the Corporation, on behalf of the citizens of Manila, offered their lives and property in defence of the national honour. A numerous following of all classes of society carrying national flags joined the procession, which grew on its way until on arrival at the palace the crowd was so dense as to completely block the grounds. The Mayor addressed an eloquent and patriotic speech to the Governor-General, stating that the whole population of Manila, without distinction of race, class, or condition, had come to offer their lives and property, prepared to make a holocaust of them

for the benefit of the country and in defence of the national honour.

The speech of the Governor-General in reply is reported in full:—

Senores,—Deeply moved by this solemn, patriotic, and enthusiastic demonstration, at whose head stands the Mayor representing the people of Manila, who are gathered around him without distinction of corporations, categories, or entities, I am proud in the first place to be a Spaniard, and next to be the first authority in this rich and beloved archipelago. I cannot, Senores, the less regret the situation in which our poor and beloved Spain finds herself. You know, from the proclamations that have been addressed to the country, that a nation with iniquitous proceedings, outraging all international laws, using evil devices and felonies, taking advantage of our misfortunes and exhausting the patience of all Spaniards with its perfidious machinations, has provoked us to war. Spain wounded in her tenderest point, her national integrity and honour, accepts the challenge. And this Spain, which appears so decadent, will show to the whole world that she still possesses great military energy and economic vigour, and that, far from decaying in spirit, she is capable of the highest heroism. We enter upon the fight, then, resolved to conquer or to die, and I count upon the whole Philippine population, without distinction of race or condition, that standing together as Spaniards, only as Spaniards, we will defend this glorious possession of the realm. I count upon you one and all, and I flatter myself that while a single Spaniard lives we will never consent that a procacious and iniquitous foreigner shall desecrate with his footsteps this beautiful land. The hour of the fight has arrived. To arms! Each to his post! trusting that the God of Victories will concede one to the cry of 'Viva Espana.'

Enthusiastic and frantic vivas for Spain, for the King, for the Philippines always Spanish, for the Army and Navy, and for the illustrious General Angustin followed His Excellency's speech.

An address was then presented on behalf of the native community, in which they professed to be loving and dutiful children of Spain ready to shed their blood for her.

The Most Rev. Father Evaristo Fernandez Arias then exhorted the people to fight and conquer for God and the Virgin.

The assembly retired from the Palace amid renewed cheers and the procession was directed to the Plaza de Santa Cruz, in whose church there is a statue of the distinguished native Don Simon de Anda Salazar, who defended Manila against the English. Here the procession broke up.

The following is an address to the members of a religious society with apparently a lay membership:—

"TO THE GUARDS OF HONOUR AND MEMBERS OF THE MOST HOLY ROSARY IN THESE ISLANDS.

"My beloved Brothers in the Lord and in our Most Holy Mother Mary,—The occasion has arrived for you to display with especial enthusiasm your pure Catholic faith, your firm fidelity to your country, and your sentiments of tender devotion to the most Holy Virgin, in whose membership of the Rosary you are inscribed and whose guards of honour you proclaim yourselves with holy joy.

"War is not yet declared, but diplomatic relations with the United States being broken off it appears so imminent and inevitable that even at this very moment the navy and army of our heroic and Catholic Spain may be castigating in distant parts the villany of a people who, having long abused our nobility, have now blindly ignored the councils of reason and have dared to insult our flag and to violate the most sacred and evident rights of our dearly beloved Spain.

"We do not know for certain if the war will touch this archipelago, this beautiful portion of the Spanish realm. Very possibly it may be so; we shall know very shortly; and we ought all to be prepared to fight manfully as Christians and as Spaniards, dying, if need be, in the holy cause of loyalty.

"To fight for country is to fight for God, because God desires that we should sacrifice ourselves for it and commands that uncondi-

tionally and undismayed we defend the society of which we are members from insult and attack. To die for country is to die for virtue, is to die also for God, because, as the holy Maccabees say, 'Let us die rather than see our nation and our temples trampled underfoot.'

"Be animated therefore by great courage and confidence. Our cause is just, great, and holy. The North Americans are heretics; they are a people who have destroyed the Indian races that inhabited their territory; they are a people who know not the true God, because they accept every kind of religion and false doctrine; they are a people who, against all reason and international law, think in their covetousness and mad pride that they can violate our divine religion, our laws, our property, our honour, and renew, may be in this country, their cruelties and slaughterings against the native, destroying the holy and civilising work of Spain.

"It shall not be. Trust in God, trust in the Virgin of the Rosary, who in the waters of these islands with two old galleons gave us the victory five times in succession against a powerful squadron of other heretics who also came to take away from you your Catholic faith, your glorious Spanish nationality."

After further eulogy of the Virgin and exhortation to seek valour by prayer and penance, the address concludes:—

"To this end, and without prejudice to your duty to do your utmost in the ranks of the Volunteers to defeat the enemies of our religion and our country, I exhort you that during the present circumstances you endeavour, each of you, to recite daily the entire rosary, or at least the three parts of it adaptable as prayers that God may give the victory to our forces by sea and land, that these islands may never cease to be Catholic and Spanish, and against all the machinations of Masonry and separatism and of secret societies excommunicated by the Church. Convent of Santo Domingo de Manila, 23rd April, 1898.

"By order of my Prelate
FR ZACARIUS LIZARRAGA."

3rd May.

A telegram has been received announcing the safe arrival of the *Esmeralda* at Manila.

A private telegram is said to have been received to the effect that the American squadron has bombarded Corregidor, the island which divides the entrance to the Bay of Manila into two passages. This information is not in itself improbable. On arriving off Manila Bay Commodore Dewey might well stay to destroy the forts on Corregidor before proceeding in pursuit of the Spanish squadron, which is reported to have left Manila to cruise along the coast. If the Spaniards were still at Manila the destruction of the Corregidor forts would of course be the first operation in the American programme.

Emilio Aguinaldo was expected to arrive from Singapore by the P. & O. steamer *Malacca* yesterday, but his name does not appear in the passenger list.

NAVAL BATTLE AT MANILA.

DEFEAT OF THE SPANISH FLEET—REPORTED SINKING OF THE
"REINA CRISTINA."

THE CABLE CUT.

4th May.

Late on Monday evening it cozed out that telegraphic communication with the Philippines had been stopped, and yesterday morning confirmation was forthcoming in the form of an "express" signed by Mr. J. M. Beck, acting manager of the local Telegraph Office, which read as follows:—

"Cable communication with the Philippines is stopped, the cable to Manila having become interrupted at 7 p.m. yesterday."

We mentioned yesterday that a telegram had been received in Hongkong on Sunday from the commander of one of the Spanish vessels, to the effect that the bombardment of Corregidor, the island at the entrance to Manila Bay, had commenced, and when the cutting of the cable was announced it was at once concluded that the Spaniards had been worsted in the struggle. That this was the case was abundantly verified by numerous telegrams received in the city yesterday. These telegrams gave no

details, but on the other hand anxiously asked for full particulars of the fighting. For instance Consul-General Wildman received a telegram from a New York paper saying that the Spaniards had been completely defeated and asking him to arrange for the telegraphing of the story of the fight to be obtained from eye-witnesses. Other papers cabled local pressmen in a similar strain, they being apparently utterly oblivious of the fact that though Hongkong is the nearest telegraph station to Manila the residents know no more than those residing thousands of miles away of what has been going on in the archipelago during the last few days. The Spaniards must have cut the cable immediately after wiring the news of their reverse to Spain. In consequence we in Hongkong were not able to obtain the information direct, and we shall probably not learn much more until the *Hugh McCulloch* arrives with despatches from the American squadron either to-day or to-morrow.

We have reason to believe, however, that before the cable was cut more than one gentleman in the colony had got an inkling that things were not going well with the Spaniards at Manila. One gentleman received private information that the Spanish flagship *Reina Cristina* was sunk and the other vessels disabled, captured, or put to flight.

The *Reina Cristina* was an unarmoured cruiser of 3,520 tons displacement and carrying six 6-c.m. guns, two 7-c.m. guns, three 57-m.m. quick-firers, two 42-m.m. quick-firers, six 3-pdr. do., and two machine guns, and she had also five torpedo dischargers. Her speed was nominally 17½ knots.

SEARCHING FOR AQUINALDO AT SINGAPORE.

AN EXTRAORDINARY STORY.

The following extraordinary story appeared in the *Singapore Free Press* of April 28th:—

A correspondent, who is well-known to us, handed in at this office in person to-day the subjoined document whose substance was taken down by him verbatim from the witnesses concerned:—"Yesterday morning a Malay Sergeant of Police walked into the house of Dr. Marcelino Santos, Princep-street, No. 134, making as an excuse an enquiry if the tenant of the house had applied to the Police for a summons against a certain person. He then asked what the tenant was doing in Singapore, what was his name, and then said he had made a mistake. This morning the same sergeant came again but, as nobody could speak Malay, he left, and presently returned with an interpreter. He then asked if a rich man from Manila named Camilo Aguinaldo (a fictitious name) had arrived; to which they replied they knew no such man. He then asked if Aguinaldo was there as "he knew they were the agents and pimps for him." He said further that Aguinaldo had taken a quantity of medicine from a chemist's shop and had not paid (an audacious lie.) He then asked if they knew an Englishman from Manila living in the Hotel de l'Europe and frequently to be seen with a cigar merchant from Manila, also living in the same Hotel. Answer "No." He asked again if they knew whether Aguinaldo had any relations with the said Englishman. One of this people living in the house having left, his trunks were sent this morning to the steamer at Tanjong Pagar; a detective followed the person in charge both going and returning."

Commenting on the affair the same paper observes:—"There was a similar case in Hongkong not long ago in which European police were set to systematically shadow a British subject from Manila. The gentlemen in question went straight up to Governor Sir William Robinson, who at once telephoned, in the gentleman's presence, down to Captain May, head of the police, demanding "by whose authority such a thing was being done." Captain May replied that he was quite unaware of the fact, but that stringent enquiry would be made. The result was that the instigation was found to have come from a local Spanish official source. That abuse was promptly knocked on the head, and those concerned will not soon forget the reprimands that were served out all round by the Governor of Hongkong."

5th May.

WAITING FOR NEWS.

The arrival of the revenue cruiser *Hugh McCulloch* in Hongkong with news of the American fleet and recent events in the Philippines is awaited with intense interest not only in the colony but throughout Europe and the United States, inasmuch as the despatches which she will no doubt carry will furnish the details as to the engagement at Manila which the Spaniards themselves admit has resulted so disastrously so far as their fleet is concerned. It was not to be wondered at, therefore, that when it was reported that the vessel had been sighted everyone was on the top-toe of expectation. With the view of testing the truth of the report, Consul-General Wildman, the Vice-Consul, and a few other gentlemen engaged a launch and went out beyond Lyemud Pass, but there was no dispatch boat to be seen.

6th May.

No details are yet to hand of the naval victory gained by the Americans at Manila. It was fully anticipated that the vessel containing Admiral Dewey's despatches would arrive in the harbour yesterday, and from early in the morning until late in the evening a sharp lookout was kept for her. In the meantime the public at home and in the United States are getting almost frantic at the delay. By the way, the two American sailing ships which were lying in Manila harbour when Mr. O. F. Williams, the American Consul, left the Philippines have arrived in Hongkong. The *Great Admiral* arrived on Wednesday and the *R. R. Thomas* yesterday morning.

THE PLAGUE

During the week ended on 3rd April there were 119 cases of plague reported and 114 deaths, as compared with 127 cases and 109 deaths in the previous week. The daily returns for the present week are as follows:—

	Cases.	Deaths.
May 1	13	10
" 2	18	20
" 3	21	14
" 4	20	16
" 5	33	28

DEATHS OF EUROPEANS FROM PLAGUE.

MISS HIGGIN.

It is with much regret we have to announce the death of Sister Frances (Miss Higgin), of the Government Civil Hospital, which occurred on Friday morning, 29th April at twenty minutes past two, the cause of death being plague. Miss Higgin was taken ill on Tuesday last with slight fever. As on the following day suspicious symptoms set in she was transferred from the Sisters' quarters to an isolation ward in the Hospital. Plague pneumonia rapidly set in and on Thursday morning there was no doubt that she was suffering from the most fatal form of the disease. All was done for her that medical skill or nursing could suggest, but the end came yesterday morning. She evidently contracted the disease from a Chinese boy in one of her wards, who was attacked by the same disease on the 20th and in his delirium spat upon her clothes and face. Sister Frances was one of the first six Sisters who arrived in 1890.

The funeral took place in the afternoon. Doctors Atkinson, Lowson, and Bell, with the European staff of the Hospital, were the chief mourners. At the Monument a guard of honour composed of European members of the Police Force was drawn up, and the cortege at this point was joined by His Honour the Chief Justice, Sir John Carrington; Hon. T. Sercombe-Smith, Acting Colonial Secretary; Hon. R. Murray Rumsey, Hon. F. H. May, Colonel The O'Gorman, and a large number of other Government officials, personal friends, former patients, and members of the general community anxious to show their respect for the memory of the deceased lady, who met her death in the discharge of her duty. The Sisters of the Hospital and other ladies were present at the graveside. The officiating clergyman was the Rev. R. F. Cobbold. A great number of wreaths and crosses had been sent by

sympathising friends. Of these many were placed on the coffin and the remainder were carried by the Chinese staff of the hospital, who brought them to the grave as the European mourners dispersed. The scene was a very sad and impressive one, and none of those present could fail to be moved by the thought of such a gracious and useful life so suddenly cut short.

MR. L. S. L. CRAWFORD.

On Tuesday it was stated that Mr. L. S. L. Crawford, eldest son of Mr. D. R. F. Crawford, had been attacked by plague, and it is with deep regret we have to record his death, which took place early on Wednesday morning. The case is attended by circumstances of peculiar sadness inasmuch as his parents only recently left for Japan, Mrs. Crawford intending after a short stay there to proceed to England with her younger son and one of her daughters, and Mr. Crawford to return to Hongkong. The pleasure of their stay in the holiday land of Japan will now be rudely shattered by the heartbreaking intelligence of the death of their eldest son, a young man full of promise and esteemed by all who knew him. The deep sympathy entertained with the family in their sad bereavement was manifested by the large attendance at the funeral, which took place yesterday afternoon. As a member of the Volunteer Corps the deceased was buried with military honours. The procession was headed by the firing party with reversed arms and the Band of the King's Own Regiment playing a funeral march. Then came the coffin on a gun carriage with the flag as a pall and the deceased's helmet and sword bayonet, followed by the chief mourners, Mr. G. A. Caldwell and Mr. Duncan Clark, brothers-in-law of the deceased, the members of the firm, and intimate friends of the family. The Volunteers came next, almost every man carrying a wreath or cross; and Sir John Carrington, the Commandant, and all the officers were present. At the Monument the procession was joined by a large assemblage of friends. The funeral service was conducted by the Rev. G. J. Williams, of Union Church. At the close of the service three volleys were fired over the grave by the firing party, the last post was sounded, and the sad assembly slowly dispersed. The deceased was only twenty years of age. He was a member of the Cricket Club and frequently played in Club matches, and was also an active member of the Philharmonic Society.

MISS IRELAND.

It was with the deepest grief that the community learnt on Thursday morning of the death of Miss Ireland (Sister Gertrude), but not with great surprise, for it was known that she was suffering from plague and that her case was a very severe one. Miss Ireland assisted in nursing Sister Frances in her fatal illness, and it was no doubt while engaged in that duty that she contracted the infection. With the devoted Sisters, who have thus lost two of their small number within a week, the deepest sympathy is felt on all hands. Miss Ireland, like Miss Higgin, was one of the first six nurses who came out in 1890, and last year, during the absence on leave of Miss Eastmond, she acted as Matron of the Hospital. She was a lady of a sweet and attractive disposition and a favourite with all who knew her.

The funeral took place on Thursday afternoon and was very largely attended. The body was conveyed to Bowington by launch and from there was carried by members of the Police Force. Doctors Atkinson, Bell, and Lowson, and Mr. Browne and other members of the Hospital staff walked by the side of the coffin and the Sisters immediately behind, followed by members of the Police Force, many of them carrying wreaths and crosses. At the Monument the procession was joined by a large number of officials, personal friends, and members of the general community anxious to show respect to one who met her death in the cause of duty. Amongst those present were His Honour Sir John Carrington, Chief Justice; Hon. T. Sercombe Smith, Acting Colonial Secretary; Hon. R. Murray Rumsey, Hon. F. H. May, and Hon. R. D. Ormsby. In the cemetery a number of ladies had assembled to attend the service, which was read by the Rev. R. F. Cobbold. At the close of the service a great

number of wreaths and crosses were deposited on the grave by the Chinese and Indian members of the Hospital staff.

With reference to the presence of the Police at the funeral, we understand that they spontaneously went to see the Matron and Dr. Atkinson, Sergeant Gidley being their spokesman, and offered to carry the body from the Hospital to Jardine's wharf (whence it was towed by a Harbour Master's launch to Bowrington) and from Bowrington to the Happy Valley. Six policemen, most of whom at one time or another have been patients in the Hospital, carried the coffin from the ward where the body was lying to Jardine's wharf, relays carried it from Bowrington, and it was deposited in the grave by policemen, no one else touching it. This action of the Force touched all the Hospital staff, the Matron and Sisters especially, amidst all the sympathy they have received, more than anything.

The Police, we understand, would have done the same for Sister Frances had they only heard of her death in time.

THE INSANITARY PROPERTIES COMMISSION.

The following is the report of the Insanitary Properties Commission:—

1.—We met on the 6th August, 1896, and 12th February, 31st March, 29th April, and 5th June, 1897, and examined the following witnesses:—

Dr. Francis W. Clark, Medical Officer of Health; The Honourable F. A. Cooper, Director of Public Works; Mr. W. Danby, Mr. R. K. Leigh, and Mr. C. Palmer, architects and civil engineers practising in the colony.

2.—In order to report on the details set forth in the Commission, insanitary buildings have been classified as follows:—

- (a) Back-to-back houses.
- (b) Houses fronting on narrow lanes.
- (c) Houses with insufficient open space in the rear; and
- (d) Houses abutting on the hill-side.

3.—We have personally inspected 19 houses in eleven different streets and lanes in the colony, and we have had before us and carefully considered certain reports and statements (Appendices Nos. 7, 9, and 12) compiled for our information by the Honourable Francis A. Cooper, late Director of Public Works, and Dr. Francis W. Clark, Medical Officer of Health.

4.—We regret to have to report that there are many insanitary properties in the colony, and dwellings which, in their present condition, are unfit for human habitation. The back portions of a number of the houses visited by us are dark, ill ventilated, extremely dirty, and in some cases mere dens of filth. The interior of the cubicles or sub-divisions of the living rooms was such that in the great majority of cases their contents could be seen only by the aid of an artificial light.

We wish to call particular attention to the tabulated statement of the Medical Officer of Health (Appendix No. 12) in which he states that in the Health Districts Nos. 5 and 6 out of a total of 3,095 Chinese houses only 565 can be said to be in a fairly good sanitary condition. He further states that the balance 2,530 are insanitary and have been classed into A., B., C., D., and their various defects are shown therein. In the other health districts of the colony, it appears from his evidence that a similar unsatisfactory state of affairs exists. The Medical Officer of Health in his Annual Report for 1896 shows that 3,095 houses in the said districts represent 8,700 separate dwellings and embrace a population of about seventy-two thousand inhabitants.

5.—We are of opinion that there is no need for the resumption of any large proportion of these properties. The alterations and improvements we are about to recommend will, in our opinion, render by far the greater number of them fit for habitation. Resumption is only necessary where properties are so divided and sub-divided that it would be difficult or impossible to get the several owners to agree on any combined plan for the improvement of the dwellings, or where the lots of land are so small and the buildings on them of such dimensions that to make the needful improvements in them as they stand would leave

the existing houses more or less useless for all practical purposes. Mr. Leigh, in his evidence, calls attention to such properties in Hillier Street, &c. Should resumption become necessary in any of the cases indicated, the areas affected will probably be small, and the expenditure required could, no doubt, be easily met out of ordinary revenue. We have to recommend that the Ordinance enabling the Government to resume insanitary properties should be amended in the sense of the Housing of the Working Classes Act, 1890, in force in England so as to allow of deductions being made on account of illegal rents, insanitary conditions, &c., &c., when assessing compensation. Any such assumptions as may be necessary, and some will be, if the colony is to be put in a thoroughly sanitary condition, can be carried out so that there will be no need for any extensive removals of the inhabitants, and therefore the question of housing the displaced population hardly arises. We are of opinion, as to the great majority of insanitary dwellings, that they can be rendered fairly sanitary and fit for habitation by the enforcement of the following recommendations, as the principal defects in existing buildings arise from want of adequate light and ventilation.

Class A.—Back-to-back Houses.

6.—Where those houses have each a greater total depth than 26 feet from front to back one-half of the entire space intervening between the principal rooms and the enclosing walls at the back of the premises on each floor should be open to the sky; severe penalties should be inflicted on any one closing or allowing said space to be closed and the Magistrate should have full power to order the prompt removal of the obstructions.

Where in back-to-back houses over 26 feet in depth there is now no space between the principal rooms and the enclosing walls at the back of the premises the land-owner should be compelled by law to so alter the construction of his house as to provide for an open space at the back of not less than 40 square feet.

Wherever there is now, or wherever there is to be constructed under the recommendations contained herein, an open space at the back of any house, a window not less than one-thirtieth of the floor area must be opened into it from the back of the main room.

These regulations should not apply to houses situate at the corner of two main streets, and adequately lighted from two sides.

Class B.—Houses fronting on narrow lanes.

7.—In houses fronting streets less than 15 feet in width, no cubicles should be allowed on the ground floors.

Class C.—Houses with insufficient open space in the rear.

8.—One-half of the entire space intervening between the principal rooms and the enclosing walls at the back of the premises on each floor should be open to the sky, such space not to be less than forty square feet in any case.

Class D.—Houses abutting on the hill-side

9.—One-half of the entire space intervening between the principal rooms and the hill-side against which the premises abut should be open to the sky, such space not to be less than forty square feet in any case.

10.—We are of opinion that the provisions of Section 9 of Ordinance No. 15 of 1894 are sufficient for the purposes of abating overcrowding.

11.—We are of opinion that immediate effect should be given to these recommendations by legislation.

12.—We consider that no cubicles should, in future, be permitted on any floor in any dwelling that has not a window or windows opening directly into the external air of a total area of not less than one-tenth of the floor space.

13.—In his examination the Medical Officer of Health referred to the question of cubicles and suggested their reduction from the present height of eight feet to six feet, but in this he is not supported by the other witnesses, the local architects being averse to any change as the present height was decided upon so recently as 1894. We, however, recommend that no cubicles of a greater height than seven feet, unless the height of the room exceeds thirteen feet, be permitted to be erected or re-erected hereafter in any domestic dwelling.

14.—We recommend that owners of private streets and lanes be required at their own expense

to surface, channel, and light such streets and lanes, and to maintain them in a sanitary condition.

15.—In conclusion, we now deal *seriatim* with the questions referred for our consideration in the order set forth in the Commission.

We are of opinion—

- (i) That it is unnecessary for the Government to resume insanitary properties generally, and improve them and re-sell them.
- (ii) It being unnecessary to resume insanitary properties generally, no means for their resumption need be provided.
- (iii) The said properties should be improved in the manner suggested in this report, and should be carried out by the owners at their own cost, failing which they should be carried out by the Government, and the owners called upon to refund the cost.
- (iv) It is not necessary to provide means for housing the occupants of any dwellings pending improvements, as such improvements could be carried out without any undue inconvenience to such occupants.
- (v) As the improvements will be carried out at the cost of the owners of the properties, no capital will be required for resumption and improvements except in those cases where the making of such improvements may result in absorbing so much of the land as to leave the remainder so small or of such a form as to yield but poor return to the owner. In such cases it may become necessary for the Crown to resume; but such cases we are informed, on the authority of the Director of Public Works, will be extremely rare.

16.—In support of the necessity for the above recommendations we would beg a careful reference to the following reports in which the urgent attention of the Government has been for many years and is again earnestly directed to the great depth of the bulk of the Chinese houses as compared with their width, to the want of open space in the rear thereof, and to the consequent serious defects in the lighting and ventilation of such buildings. We desire to call special attention to Mr. Chadwick's reports of 1882 and 1890 and to the plans and drawings contained in the former.

(i) The Colonial Surgeon's reports dated Hongkong, 15th April, 1874, and 5th April, 1874, ordered by the House of Commons to be printed 25th August, 1881.

(ii) Mr. Osbert Chadwick's report on the Sanitary Condition of Hongkong presented to both Houses of Parliament in August, 1882, more particularly paras. 149-154. Mr. Chadwick's reports dated 1st July, 1890.

(iii) The report of the Permanent Committee of the Sanitary Board dated 29th June, 1894.

(iv) The reports of the Committee on Housing the Chinese dated Hongkong, 28th July, and 13th August, 1894.

(v) The Colonial Surgeon's letter dated Hongkong 2nd March, 1895, forwarding to Government the letter and report of the Medical Officer in charge of Epidemic Hospital and Acting Superintendent of Government Civil Hospital, &c., on the Epidemic of Bubonic Plague dated Hongkong, 1st March, 1895.

(vi) The report of the Medical Officer of Health for the year 1896; and

(vii) The tabulated statement of the Medical Officer of Health which shows that no more than about 18 per cent. of the Chinese dwellings in the City of Victoria can be regarded as "in a fairly good sanitary condition."

C. P. CHATER,

T. JACKSON,

T. H. WHITEHEAD, } See further recommendations at
N. J. EDE, } foot hereof.

I agree with the above report with the exception that I am of opinion that paragraph 7 thereof should read as follows:—

7.—In houses fronting on narrow lanes less than 15 feet in width, no cubicles should be allowed on any floor.

J. H. STEWART LOCKHART.

Chairman.

Note.—Paragraph 7: We are of opinion that this should read as follows:—

7.—In houses fronting on narrow lanes less than 15 feet in width, no cubicles whatever should be allowed on any floor, and in houses fronting on lanes and streets of over that width no cubicles should be allowed on the ground

floor without the permission of the Sanitary Board.

To paragraph 13 we desire to add:—

We are further of opinion that no cubicles erected or to be re-erected in future shall be placed nearer than six feet to any window the area of which is included in calculating the required window area of one-tenth of the floor area.

We also desire to add the following:—

17.—Upon mature consideration we strongly recommend that the further erection of dwelling-houses of a greater depth than 30 feet, which cannot be ventilated and lighted on each floor from the back as well as from the front, should be absolutely prohibited and such ventilation should be provided by means of an open space, or yard, of an area not less than one-eighth of the area occupied by the building.

T. H. WHITEHEAD.

N. J. EDE.

Hongkong, 9th March, 1898.

PRINCE HENRY'S MOVEMENTS.

Shanghai, 25th April.

His Royal Highness Prince Henry of Prussia left Shanghai for the South this morning after a stay of eight days. During his visit here the Prince, who travelled simply as an Admiral of the German Navy, has made the most favourable impression by his courtly yet simple manner and his urbanity to people of all classes and nationalities. He arrived at the P. & O. jetty at 10.30 a.m. when there were a large number of residents, official and general, assembled to see him off in the P. & O. tender *Victoria*, which took him down to the *Gefion* at Woosung. H.R.H. sent this morning for Capt. Pattison and Capt. Mackenzie and personally thanked them for the admirable police arrangements made during his visit, upon which subject H.R.H. congratulated the officers named. The Prince, attended by his *Aide-de-Camp*, Capt. Muller, Baron Von der Goltz, and Dr. Stuebel, Consul-General, came down to the jetty punctually at the hour appointed, and was warmly cheered by all present as he embarked. Several of the Consuls were at the Jetty to see him off, and Sir Nicholas and Lady Hannen accompanied him to the tender. The Chinese officials, some of whom had been about at the place at 9.30, but went away again, just arrived as the tender was getting away into the stream, and the Provincial Governor Kwei, Treasurer Nieh and the Taotai Tsai, though they hurried up at the last minute with almost undignified haste, were only able to wave their *adieux* over the water. As the *Victoria* passed the revenue cruiser *Ping-ching*, the men were lined up on deck and the flag was dipped as the tender went by. H.R.H. proceeds in the *Gefion* to Matsui near Foochow, where the *Deutschland* lies disabled, and it is expected that the *Gefion* will either tow her back to Hongkong for further repairs, or will tow her up to Kiaochao. In any case it is expected that the Prince will be back here for the Races, if he does not go over to Manila to watch the impending American naval operations against that port, which as a naval officer he is said to be naturally anxious to see.—*China Gazette*.

[SPECIAL TELEGRAMS TO THE "DAILY PRESS."]

SHANGHAI, 29th April.

Prince Henry is at Matsui with three war-ships.

SHANGHAI, 1st May.

Prince Henry, with the *Deutschland*, *Gefion*, and *Kaiserin Augusta*, is expected at Woosung to-morrow (Monday) to coal.

SHANGHAI, 1st May.

The *Gefion*, with Prince Henry on board, has gone to Manila.

SHANGHAI, 2nd May.

Prince Henry and his squadron will proceed to Kiaochau after coaling.

SHANGHAI, 4th May.

The *Gefion* joins the Squadron, leaving Woosung for Kiaochau to-night. The *Cormoran* probably goes to Manila.

The Spanish transport *Isla de Panay*, Capt. Baste, from Manila for Barcelona, arrived at Singapore on the 25th April. She had on board 101 officers, 44 soldiers, and 39 passengers. It was reported that she had come in in disguise, but this, the *Strait Times* says, was wholly wrong; the vessel was not disguised in any way.

HONGKONG VOLUNTEER CORPS.

DISTRIBUTION OF PRIZES BY LADY CARRINGTON.

The parade ground of the Hongkong Volunteers presented an attractive appearance on Saturday evening on the occasion of the distribution of prizes by Lady Carrington, wife of the genial and popular Commandant. The square was out-lined by lanterns, and at one end stood a stage in the draping of which the Union Jack figured conspicuously, the Stars and Stripes also having a place. The weather was most favourable—the evening being pleasantly cool—and this had the effect of inducing quite a number of people to find their way to the Parade Ground. His Excellency Major-General Black and Mrs. Black honoured the promoters with their presence.

The band of the King's Own Regiment, conducted by Acting Band-Master George, were in attendance. They opened the programme with an overture by Kela Bela—"Roman-tique"—subsequently contributing "Music to Henry VIII." and "The Geisha." The entertainment throughout was most enjoyable. Though in the open air the artistes could be heard distinctly in every part of the ground. Mr. B. Carter, who took the place of Mr. E. Mirow, was the first vocalist to appear, giving an excellent rendering of "The song that shall live for ever." Bandsman Upton followed with "The British Jubilee," a comic ditty which was so well appreciated that he had to oblige again. Messrs. Broadhurst and Whiting came forward as "The two Macs" and kept the audience in a roar the whole of the time they occupied the stage. Gunner Williams also contributed to the humorous part of the programme, being encored for "That is where they found me." The rollicking song "Ho Jolly Jenkins" was done full justice to by Gunner Crispin, Mr. Van Nierop was recalled for "Take a pair of sparkling eyes," which he rendered with excellent taste and effect, and Mr. Somerton's pleasing voice was heard to great advantage in "The promise of life," which was enthusiastically received. Mr. Muskett, who recited "Ballad of East and West," showed himself to be an elocutionist of no mean order. Mrs. Sherwood and Messrs. A. J. Farr and G. Grimble efficiently acted as accompanists.

Lady CARRINGTON distributed the prizes as follows:—200 yards handicap, Gunner R. Henderson. 400 yards handicap, Gunner J. H. R. Hance. 500 yards handicap, Sergeant R. V. Rutter. Field Battery championship, Gunner W. Stewart. Maxim Corps championship, Sergeant G. P. Lammert. Corps championship, Gunner W. Stewart. Corps championship 1897, Sergeant G. P. Lammert. Aggregate handicap, Sergeant R. Rutter, Gunner W. Stewart, Sergeant G. C. Hayward, Gunner W. Hart, Sergeant F. Smyth, Battery-Sergeant-Major G. Duncan, Corporal A. Brown, Gunner J. Wilkinson, Gunner J. Swanston, Corporal D. Gow, Bombardier W. M. Deas, Gunner T. Donaldson, C.-Q.-M.-Sergeant G. Watling, Bombardier A. Nobbs. Recruits' prize, Gunner W. A. Baker. Instructor's prize, Sergeant R. Fitton, 1st K.O.R. Band prizes: 1st, Gunner W. Hart; 2nd, Corporal A. Brown. Signalling and trumpeter's prize, Trumpeter C. Plinston. Inter-Corps Challenge Cup: Winners (Field Battery)—Captain A. Chapman, Battery-Sergeant-Major Duncan, Lieut. McDonald, Sergt. G. C. Hayward, Sergt. P. Rutter, Corporal A. Brown, Corporal D. Gow, Gunner W. Stewart. Officers' Cup, Lieut. M. W. Slade. 200 yards rapid, Sergeant G. P. Lammert. *Camp Gazette* Cup, Sergeant G. P. Lammert. Consolation Cup, Gunner F. Richardson. Volley firing, Sergeant McPhail's section. 64-pounder competition, No. 1 detachment, Sergt. G. C. Hayward. Seven-pounder competition, No. 1 section, Lieut. W. Machell. Machine Gun Competition, No. 3 detachment, Sergt. E. C. Shepherd.

Lieut. SLADE, stepping up to Lady Carrington with a handsome bouquet—As the winner of the Officers' Cup it becomes my pleasing duty to ask you to accept this bouquet on behalf of the officers and men of the corps. (Applause.)

Lady CARRINGTON—Thank you very much. Three cheers and a "tiger" were given for Lady Carrington.

Sir JOHN CARRINGTON, who was received with applause, said—It is my duty to acknowledge the kind way in which you have acknow-

ledged the small service of Lady Carrington in distributing the prizes. Allow me on behalf of the officers, non-commissioned officers, and men, to thank you very much for your kindness in attending our little concert to-night, and also let me make our acknowledgments to His Excellency Major-General Black and Mrs. Black for honouring us with their presence. (Applause.) I am very sorry to think, and I am sure you will all concur in that feeling, that this is probably the last occasion on which we shall have their presence at our prize distribution. You know what this concert is for. It is to raise the necessary funds for the maintenance of the Band. You probably know that the Band has only been organised and working for the last six or seven months, and you will be surprised to hear that up to the present it has practically cost the Corps not a penny, owing to the exertions of a few enthusiastic members, at the head of whom has been Battery-Sergeant-Major Duncan. (Applause.) I am sure all the members of the Corps feel very grateful to him and the others for what they have done. (Applause.) A good many of you were at the last inspection, and I think you will agree with me that the result of some six or seven months' practice was fairly creditable to the Band. They practised with very great assiduity. I am inclined to think some friends of mine who live in the neighbourhood of Headquarters are of opinion that they practise with rather too much assiduity—(laughter)—especially when the big drum is beaten by a strong arm. So much for the Band. With regard to the Corps just let me say one word or two. We have had I think on the whole a very prosperous and happy year. His Excellency was kind enough to compliment us on the Parade Ground at the last annual inspection, and to say that we had done our drill better than at the previous inspection. That was comment we are grateful for. We still have our faults. We are sensible of our faults. We speak of them among ourselves, and are fully persuaded in our own minds to mend them as soon as we can. I hope that during the next year the same good feeling and fellowship which has prevailed among the officers, non-commissioned officers, and men during the past year will be continued and if possible augmented, and I hope that if 12 months hence I have the pleasure of standing before an audience similar to that which I see before me to-night I shall be able to speak as well of the Corps as I am proud to be able to do to-night. (Applause.) Through the kindness of His Excellency the Major-General, I was appointed to command the Corps some year and a half ago, and I can only say that during that year and a half it has been my pride and pleasure to see that the Corps has gone on increasing, and I hope it always will. (Applause.)

Mr. FRANCIS, Q.C.—Three hearty cheers for Sir John Carrington, the best Commandant the Hongkong Volunteer Corps has ever had.

The request was heartily complied with, and Sir John bowed his acknowledgments.

An amusing sketch entitled "The smart boy" was then given, the characters being taken as follow:—Mr. A. Roberts, Bandsman Carter; Edgar Vere de Vere, Bandsman Upton; the Smart Boy, Corpl. Williams.

The proceedings terminated with the playing of the National Anthem by the Band.

THE STRANDING OF THE "SISHAN."

MARINE COURT OF ENQUIRY.

On 3rd May a marine court of enquiry was held at the Harbour Master's Office for the purpose of making enquiry respecting the circumstances connected with the stranding of the British steamer *Sishan* (John Jenkins, master). The court was composed as follows:—Commander R. Murray Rumsey, R.N., Stipendiary Magistrate; Staff Commander Richard J. Rogers, R.N., H.M.S. *Tamar*; Captain Inman Sealby, *Optic*; Captain W. R. Rendle, *Sung-kiang*; and Captain J. Williamson, *Chowfa*.

A letter from Messrs. Bradley and Co., agents for the *Sishan*, was read.

John Jenkins said—I am master of the British steamer *Sishan*. I have been on her three months. I have a master's certificate, No. 378, of Hongkong, dated 1888. We were bound from Hongkong to Swatow and left Hongkong on Friday, 22nd April, with a general cargo. The ship's draught of water on leaving Hong-

kong was 14.3 aft and 9.6. The draught of water is not in the official log. We left Hongkong at about seven o'clock in the morning. It was blowing strong from the north-east. We anchored inside Tamtu Head, and weighed again at about half-past one. The course steered was inside the Nine Pins. From outside the rocks at Tamtu Head we steered N. 49 E. (true). I set that course myself. The deviation at this period was three degrees east. We continued on that course until we got to Tumang Island at half past four. The next course was N. 78 E, deviation three degrees east, until we sighted the Middle Rocks. We saw them three points on the port bow at 20 past five. After that we steered 87 E. true for a few minutes and then S. 86 E. true or east by compass, deviation four degrees E. When Middle Rocks were bearing N. E. true the ship struck, bumping three times. We were then three-quarters of a mile off the reef. I was on the bridge looking at the rocks, I stopped the engines and went astern. The helm was put hard a-port by my orders before the engines were stopped. I sounded the pumps and found the vessel was making water in Nos. one and two holds. I then ran back for Mirs Bay and anchored there for the night at 7.40. The donkey and deck pumps were kept going during the evening. At 5.40 the next morning we hove and up steamed for Hongkong, having ten ft. of water in No. 1 hold, the ship having a strong list to port. We arrived at Kowloon Docks at 8.20, and went into dock at 9.15. The ship had a double bottom fore and aft. No. 1 hold comes from the collision bulkhead to a few feet abaft the foremast. No. 4 hold commences abaft the engine-room. S. 86 E. true was the course we were steering when we struck. That course was intended to take the ship about three quarters of a mile off the reef. I had often been this route before though not perhaps in such a heavy sea as on this occasion. The last time I marked off the position of the ship on the chart was at 4.30, inside Tuniang Island. I altered my course when I saw the rocks. I estimate that the rocks were about three miles off when I sighted them—three miles three points on port bow. The ship was going five or six knots, going by the land. It was low water at 5.45 when we struck. When we struck I took a bearing of Middle Rocks and the reef over which the water was breaking heavily. I did not take a cross bearing. I estimate that my distance off the nearest part of the reef was three-quarters of a mile. The ship was then in 11 fathoms of water by the chart. I did not take a sounding, as there was no time. The second officer was on the bridge with me, and the chief officer came up just after we struck. A Malay quartermaster was at the wheel. There was no look-out in the chains. I was on the upper bridge. The wheel is on the upper bridge.

By Staff-Commander Rogers—We sighted the Middle Rocks about 5.20 abaft three miles off. We struck at 5.25. It cannot be right that we sighted the rocks at 5.20. I am sure they were between two and three miles off. The Directory gives this reef as extending three cables off the Rocks. I was steering to pass a good three-quarters of a mile. I believe we struck a coral reef unknown. I determined my distance off the reef when we struck by seeing the sea breaking.

By Captain Sealby—After leaving Net Island a little over a mile the course I steered was 78 E. true. That was till I saw the Rocks. Then I steered to N. 83 E. compass, making N. 87 E. I was on the lower bridge when the Rocks were sighted by myself and the second mate at the same time. I went on to the upper bridge as the second mate told me he had altered to N. 83 compass. I said, "All right, bring her on to east by compass so as to give this reef a wider berth." The Rocks were between two and three miles off. The weather was a little misty, not raining, and was good for seeing.

By Captain Williamson—I could see the land all the time when we struck. The compass was corrected when we were coming into Hongkong from Saigon; I swung her round to east. We had been in the dock shortly before that. Going up the previous voyage I swung her for the upward course and swung her down for the downward course. I saw it done myself on each occasion. Every morning and every evening I take Azimuth with the compass if the

sun is visible. I did not take it on the day we struck because there was no sun.

By the Court—Off Net Island the position was fixed by cross bearings of Net Island and a point ahead bearing N. 49 E. The latter bearing was exactly on the line previously marked on the chart as course N. 49 E. true. The bearing of Net Island I do not remember.

By Captain Williamson—It was low water at the time we struck, the tide, however, being inclined to set in, but the wind and sea were on the port bow, and I never saw so much set going round that way before.

The Court was then cleared.

A few minutes afterwards the captain was recalled, and in reply to further questions he said—The Rocks were sighted three points on port bow, the ship's head being N. 78 E. Three points on port bow from N. 78 E. is N. E. The "Sailing directions" say that the reef extends three cables S.W. of the Rocks. Therefore when the Rocks were sighted the Rocks and reef were in line.

By Staff-Commander Rogers—The time 5.25 might have been taken some little time after she struck. The second officer took the time. It must have been a bit of a guess.

George Simmonds said—I am second mate on the *Sishan*. I have been in her about three months. I have a master's certificate issued in Hongkong last August. I have been on the China coast about two years. On April 22nd I went on watch at 4 p.m. The weather was blowing hard from S. N.E. I could see land on both sides. I relieved the chief officer. The ship was going about five knots. I was given N. 46 E. by compass as the course. I do not know the deviation on that course myself. We continued on that course till 4.30, when it was altered to N. 74.2 by order of the Captain. That was the compass course. The deviation was four degrees east, N. 78 E. true. The time was not taken by me or any one else. I always know the time when I am on watch. I entered it in the scrap log as 4.30. Within two minutes of the compass being set at N. 74 E. I went down and marked her off on the chart in the wheel house. I did not take a compass bearing, but I saw Peak Island just on the starboard beam. I could see Net Island with White Rock under the mainland. I judged the ship to be about half-way between the mainland and Net Island, and I marked her off in that position on the chart. That position has not to my knowledge been transferred to any other chart. I did not take the time when I marked her off. I went back to the upper bridge. I sighted the Rocks first. I saw the water flying, and at about the same time I saw some rocks standing up out of the water nearer to us than the break. I did not take a bearing at that time. They were not in line. The break was open to starboard of the Rocks. I estimated that they were about two miles off. As soon as I saw them I ported a point and sent to call the Captain. I altered the course without the captain's order because I could see that going as she was the ship would ultimately pass inside a mile from the rocks, and we have general orders not to do this. It would have taken about 12 minutes for the ship to have got within a mile of the rocks. I don't know the time we sighted the rocks, but I sent the quartermaster to call the captain and he came on the bridge within I should say three minutes. When he came up I told him I had altered the course, and he altered it more to east by compass. I am not sure that I told the captain that I had altered the course. I showed him the rocks. He did not say that he had already seen them. I did not take a bearing, but the rock (not the break) was about two and a half points on port bow. I estimated the two and a half points by the eye. I steadied the ship at east, and in less than five minutes afterwards she struck and floated over within a minute. She struck two or three times all within the minute.

By Staff-Commander Rogers—The draught of water was 14.3 and 9.6. The ship was light. The sea was more than usually heavy. I can give no reason but beyond what I have said for altering the course without orders. It did not seem to me that we were steering inside the breakers. I cannot say why the captain kept her further out. He may have seen something I did not see. This is the first time I have been through this passage. I took the time of striking

as 5.25 almost directly after striking. I took it by my watch which I was wearing.

By Captain Sealby—It was clear enough to see the islands, they were so high up and clear on the water. I don't think there was much tide coming through the passage.

At this point the Court adjourned until half-past two.

Herbert Holton was called on the Court re-assembling. He said—I am chief officer of the *Sishan*. I have been in her four months this time. On April 22nd I was on deck a little after five p.m. I did not go on the bridge before the ship struck. I was engaged aft and she struck just as I had finished. I did not take any notice of the position of the ship before she struck. I went on to the bridge directly after she struck. I saw one rock standing well up out of the water a little before the port beam about a mile off. There was also a break close to the rocks. There was no break within three quarters of a mile of the ship. This was two minutes I should think after the ship had struck. I did not notice how her head was. No soundings were taken. The rock and breakers were pretty well in line. There was no conversation as regards the casualty between the captain and myself.

The court then adjourned.

THE FINDING OF THE COURT.

The enquiry resumed on 4th May, when the quarter-master, a native of Manila, was called to give evidence, but little could be made of his story.

Captain Jenkins, recalled, said—The rock I saw above water consisted of a small cluster of rocks quite close together. I had plenty of opportunity of looking at the compass to see how it was that I first saw the rocks three points from the port bow, and I availed myself of that opportunity. I use the standard compass. I was at my room door when I first saw the rock. I should think one rock would be from six to seven feet high.

How far do you think you could see a rock six or eight feet high from the door of your room in a heavy sea and with a strong wind blowing?—About five miles.

After consulting in private with his colleagues for about an hour,

The President called Captain Jenkins into the room, and read the finding of the court as follows:—

We find that the British steamer *Sishan*, of which John Jenkins was master, left Hongkong on the 22nd of April, 1898, bound for Swatow with a general cargo. The ship was light, her draught being 14.3 and 9.6. That she encountered a strong N. E. monsoon, which caused her to anchor after leaving Hongkong, but that at 1.30 p.m. she resumed her voyage. That after passing through the strait between Tuniang Island and the mainland a course was set which the captain intended should take him three-quarters of a mile south of the Middle Rocks. That the rocks according to the evidence and the log were sighted at 5.20 p.m. The second mate it then appears altered the course to east without any orders from the Captain and sent to call the Captain. The Captain came on the upper bridge almost immediately, and altered the course half a point more to the starboard, and almost at once the ship struck and passed over a rock which so damaged her that she returned to Hongkong with ten feet of water in No. 2 hold and four feet in No. 1 hold. According to the evidence and the log, Middle Rock was sighted three points on the port bow when two or three miles off, but no bearing was taken and the time of sighting was guessed. Also according to the evidence and the log the ship was going at a speed estimated at five to six knots, and five to eight minutes later she struck what it is the opinion of the court was a reef which the China Sea Directory states lies about three cables S. W. of the rock. It is evident, therefore, that either the time was very inaccurately guessed or that the estimated distance to the rock when first sighted has been very much over-stated. The latter is much the more probably correct by the fact that immediately on sighting the rock the course was altered by the second mate on his own responsibility, and then the captain almost immediately afterwards altered it still more in the same direction, the inference being that this hurried and extended alteration of course

was made because the ship was found to be dangerously close to the Middle Rock, and that she did not go enough under her port to clear the reef. The court is of opinion that the ship was not navigated with proper and seaman-like care, and that the captain neglected to verify the position of the ship from time to time. We therefore find that the damage to the ship was caused by the wrongful act of the master. We therefore suspend his certificate for one month from this date. We recommend that if he so desires a first mate's certificate be issued to him during the suspension of his master's certificate. Given under our hands at Victoria, Hongkong, this fourth day of May, 1898. R. Murray Rumsey, president; R. J. Rogers, staff commander, R.N.; Inman Sealby; W. A. Rendle; J. Williamson.

THE SEIZURE OF FORGED BANK NOTES.

CLEVER REPRODUCTIONS OF THE ISSUE OF A HONGKONG BANK.

Referring to the extensive seizure at Singapore of forged bank notes, the *Singapore Free Press* of April 28th says:—

The existence of a continental "long" firm which appears to have been doing a very extensive business in forged Hongkong and Shanghai bank-notes was brought to light yesterday, two arrests being made on board the steamer *Preussen* on a charge of being found in possession of counterfeit notes. One of the passengers named Henri Grosse, who it is said made himself particularly pleasant to all the ladies on board on the way out, and was always ready to order unlimited quantities of champagne, yesterday offered a money changer on board a large sum in notes in exchange for cash. The money changer was unable to undertake so big an operation, and it was arranged that Grosse should go to a money changer's place in Kling-street. This he did later in the day and offered 26 notes of \$50 each and 50 notes of \$25 each, a total of \$2,550, with a request for change. After some haggling the price was agreed upon, and the Kling handed over 236 sovereigns. Shortly afterwards he became tormented with doubts as to the genuineness of the notes and took some of them to the Hongkong and Shanghai Bank, who declared them to be forgeries. Grosse was sent for, and detained until Inspector Bourne arrived. The only account he gave as to how the notes came into his possession was that he had bought them of a money changer in Colombo. Permission was then obtained from the Consul to search the ship, and it was there found that Grosse had travelled from Germany in company with a man named Schultz, and that they had stayed three weeks in Colombo, Schultz and Grosse sharing the same cabin. Search was made of all the baggage belonging to Grosse, but nothing was found, until Inspector Bourne asked for a small trunk with a patent spring lock to be opened. Grosse immediately protested, stoutly denied that it belonged to him, and challenged the right of the detectives to interfere with it, as it belonged to his cabin mate Schultz. The latter was immediately sent for, and on being shown the box at once denied all knowledge of it. Grosse was accordingly asked to produce his keys, and eventually the box was opened, when it was seen to contain assorted bundles of notes laid flat in the box in piles of about \$1,000 each. A suspicious movement on the part of Schultz led the detectives to search him for arms, and a loaded revolver was found in his possession, a revolver not loaded being taken from Grosse. The two men were then arrested, and taken ashore, this being about 5.30 last evening. A further search was made, and in addition to the bogus notes two stamping machines for numbering notes consecutively and other counterfeiting implements were discovered, together with a large sum in gold and Bank of England notes. All the supposed Hongkong and Shanghai notes are clever reproductions of the issue of the Hongkong branch, every detail down to the signatures, being reproduced; and it is curious to speculate what might have happened had the gang succeeded in reaching Amoy, Swatow or Woosung, where the sham notes would have found a ready currency. In all the

total face value of the notes discovered must reach about \$252,000, the value given by the prisoner Grosse. As already stated prisoners are believed to have spent three weeks in Colombo, where they purchased large quantities of jewellery, lace, etc., and in this connection it may be noted that an unfortunate chetty is in custody in Penang for having counterfeit notes in his possession, which it is supposed he may have come by honestly enough, but which led to his arrest when he tried to exchange them. It is further stated that a number of the notes in question were in circulation on board the steamer *Preussen*, and yesterday one of the passengers, apparently unwittingly, effected some small purchases in Messrs. Katz Bros. with a note which the Bank have since confiscated as a forgery. This morning it was also rumoured that a further sum of bogus notes, amounting in all to over \$6,000, had been discovered hidden in one of the beds of the cabin occupied by Grosse and Schultz, but as a careful search was made of the room yesterday this may point to the fact that there are still people on board belonging to the gang who were anxious to get rid of their notes.

THE ACCUSED BEFORE THE MAGISTRATE.

The *Strait Times* of April 28th says:—

Heinrich Grosse and George Schultz were charged before Mr. Wolferstan this morning with having tried yesterday to exchange with a Kling money-changer, forged Hongkong and Shanghai Bank notes to the value of \$2,550. Inspector Bourne explained that the prisoners had come from Colombo on board the *Preussen*. When she arrived yesterday, they at once commenced operations, and obtained £236 in gold, in exchange for the \$2,550 worth of notes. The money-changer then became suspicious and sent the notes to the bank where they were pronounced forgeries. The defendants were sent for, and detained at the bank until the arrival of the police, when they were given into custody. On searching their cabins on the steamer, Inspector Bourne found forged notes purporting to be of the value of \$300,000. H. Grosse also handed him a sum of \$1,000 in similar notes. Each prisoner was found in possession of a machine for impressing and numbering notes, such notes had been freely circulated in Colombo, and it was feared, in Penang. The accused had been in Colombo for three weeks and had, apparently, bought a large quantity of jewellery there. Presumably, if notes were circulated there they would be Ceylon Government notes. Several were passed yesterday at the Adelphi Hotel. The hearing of the case was postponed till Thursday, the 5th proximo.

THE HARBOUR MASTER'S REPORT.

The report for 1897 of Hon. R. Murray Rumsey, Harbour Master, is published in Saturday's *Gazette*, from which we make the following extracts:—

The total tonnage entering and clearing amounted to 15,938,174 tons being a decrease compared with 1896 of 577,779 tons. There were 38,713 arrivals of 7,968,606 tons, and 38,580 departures of 7,969,568 tons. Of British ocean-going tonnage 2,439,074 tons entered and 2,444,971 tons cleared. Of River Steamers 1,694,077 tons entered and 1,690,644 tons cleared, making a grand total of British tonnage of 4,133,151 entering and 4,135,615 clearing. Of Foreign ocean-going tonnage 1,930,439 tons entered and 1,925,344 tons cleared. Of junks in Foreign trade 1,718,739 tons entered and 1,722,556 cleared. Of junks in local trade 186,227 tons entered and 186,053 cleared.

British ocean-going tonnage therefore represented 30.7 per cent. River tonnage represented 21.2 per cent. Foreign ocean-going tonnage represented 24.2 per cent. Junk tonnage (Foreign trade) represented 21.6 per cent. Junk tonnage (local trade) represented 2.3 per cent.

4,618 steamers, 356 sailing vessels, and 28,989 junks in foreign trade entered during the year, giving a daily average of 93 vessels as against 94 in 1896. For European-constructed vessels the average daily entry would be 13.63 as against 12.81 in 1896, and of the steamers arriving 68.25 per cent. were British.

The above (statement a statement given in tabular form) shows an increase of 329 British ships and a decrease of 489,528 British tons. This numerical increase, together with a ton-

nage decrease, is to be attributed to the number of small vessels which, since the opening of the West River in June last, have been plying on that route, and increasing the number of entries and clearances under the heading of "River Steamers" without a proportionate increase of tonnage. British ocean-going steamers alone for the year show a decrease of 201 entries of 275,360 tons.

Sailing ships show a numerical increase for the year of 209 entries, but a tonnage increase of only 13,460 tons; under this heading are comprised the lorches and lighters which were towed up the West River, and the remark above applies in the case of these vessels also.

In the case of Foreign shipping, that under the Japanese flag has been more than doubled, having increased from 146,315 tons to 299,658 tons. German shipping shows a decrease of 41,000 tons; the remainder, generally, show more or less substantial increases.

The actual number of ships of European construction—exclusive of River steamers—which entered the port in 1897, was 593, being 320 British and 273 Foreign. In the previous year the numbers were 325 British and 254 Foreign.

The 320 British ships carried 2,264 British officers and 47 foreigners as follows:—British, 2,264; Germans, 8; Americans, 20; Danes, 5; Swedes, 4; Austrian, 1; Portuguese, 2; Norwegians, 7. The proportion of foreigners was therefore 2 per cent., comprising 7 nationalities, an increase of 4 per cent. with fewer British ships. In one case, that of the *Vale of Doon*, arriving in August, from Cardiff, a German was in command.

The 273 foreign ships carried 1,689 officers, of whom 193 were British, as follows:—Japan 122; Chinese, 64; French, 7. The proportion of Britishers in foreign vessels was therefore 10.8 per cent., distributed under three different heads, a decrease on 1896 of 1.2 per cent. with an increase of 19 foreign ships (or 7 per cent.), Chinese vessels carrying only about 3 per cent. as against nearly 6 per cent. last year.

Of the crews of the British vessels 19.9 per cent. were Britishers, 1.1 per cent. other European, 79.0 per cent. Asiatics.

Of the crews of Foreign vessels 2.0 per cent. were Britishers, 28.3 per cent. other Europeans, 69.7 per cent. Asiatics.

Taking the total of entries and departures, the average crew for British ships was 53, of which 21 per cent. were Europeans, and for Foreign ships 45 (8 per cent. less than the British ships) of which 30.3 per cent. were Europeans.

TRADE.

The first half of 1897 shewed a decrease over the corresponding period of 1896 of 358,660 tons of rice imported. The second half-year did little to improve matters, and the year closed with a falling off of over 343,000 tons compared with the already diminished crop of 1896. To this decrease must in a great measure be again attributed the reduction in the figures relating to the British ocean-going vessels (this trade being chiefly carried in British bottoms), as well as in the junk trade, which is a reflection of the "ocean-going" trade.

Most of the other imports reported, however, show an increase for the year, and the total decrease is reduced to 48,828 tons. We thus get a decrease of 135,112 tons of European constructed shipping, with a decrease import return of 48,828 tons of cargo.

Of exports, a decrease of 103,685 tons of European-constructed shipping reported a decreased export of 476,423 tons of cargo.

The transit returns give an increase of 7,062 tons of cargo.

A review of the trade of the port for the year is obtained, as in 1896, by a classification of returns I. and II. as follows:—Class I.—Vessels that trade to and from Europe and distant countries, such as Canada, Cape of Good Hope, Continent of Europe, Great Britain, Mauritius, Sandwich Islands, South America, United States. Class II.—Vessels that trade to and from the less distant countries, such as Australia and New Zealand, India and Straits Settlements, Japan, Java and Indian Archipelago, North and South Pacific, Russia in Asia. Class III.—Vessels that trade on the Coast of China, and to and from adjacent countries, such as North Borneo, Coast of China, Cochin-China.

Formosa, Philippine Islands, Hainan and Gulf of Tonquin, Siam. *Class IV.*—River steamers between Hongkong and Canton and Macao. *Class V.*—Junks in Foreign trade.

Using this classification we find that the total import trade of 1897 was represented by 33,963 vessels aggregating 7,782,379 tons carrying 5,130,772 tons of cargo, of which 3,278,310 tons were discharged in Hongkong.

Similarly, the export trade of 1897 was represented by 33,784 vessels, aggregating 7,783,515 tons, carrying 2,777,323 tons of cargo, and shipping 445,999 tons of bunker coal.

From this we find that in 1897 the import trade was stimulated from Europe and distant countries (*Class I.*) to the extent of 27 ships of 78,085 registered tons, carrying to and through the port an increase of 90,388 tons of cargo. In *Class II.*, on the other hand, we find a decrease of 31 ships of 49,463 registered tons, but an increase of 12,534 tons of cargo. The decrease in ships was notably under the heading of "India and Straits Settlements," and the increase of cargo under "Australia," "Japan," and "Java." *Class III.* differed from either *I.* or *II.*, showing an increase of 146 ships, with a decrease of 146,826 registered tons, and a decrease of 135,924 tons of cargo. The increase of ships was made up in the "China Coast," "Formosa," and "Hainan and Tonkin" routes, while the decrease of tonnage and cargo comes under "Cochin-China" and "Siam."

Turning next to exports, we find under *Class I.* an increase of 71 ships of 189,243 registered tons, with 35,256 tons of cargo. In *Class II.*, a decrease of 30 ships of 89,730 registered tons, but an increase of 276,751 tons of cargo, principally under "Australia," "Japan," and "Java." In *Class III.* an increase of 99 ships, a decrease of 212,863 registered tons, and an increase of 180,959 tons of cargo.

The result of this analysis is shortly summed up in the words "fuller ships," while the deficiency, where it occurs, is accounted for in the shortness of the Southern rice crop, or the divergence of the rice trade, probably to India, and the restrictions on trade with India which were the inevitable result of the plague.

Looking a little further, and comparing with 1896, we find, with regard to the ocean-going ships, that there was an increase in the numbers of ships, and a decrease in the total tonnage, indicating smaller ships; together with this there was an increase in the total cargo carried, indicating fuller ships.

Smaller ships probably means lessened expenses (dues, &c., being paid on register tons), and fuller ships, increased earnings, and these two, taken together, point fairly conclusively to a good year for shipping, notwithstanding the lowness of freight at one period.

During the year, 9,944 vessels of European construction, aggregating 12,124,599 registered tons, carried 7,144,737 tons, made up as follows:—

Import cargo,.....	2,743,061
Export do.,.....	2,103,215
Transit do.,.....	1,852,462
Bunker coal shipped, ..	445,999

Total,..... 7,144,737

The total number of tons carried was therefore 59 per cent. of the total registered tonnage, or 78 per cent. exclusive of River Steamers, and was apportioned as follows:—

Imports,--	
British Ships,.....	1,521,568
Foreign do.,.....	1,221,493
Exports,--	
British Ships,.....	1,154,883
Foreign do.,.....	948,332
Transit,--	
British Ships,.....	1,115,706
Foreign do.,.....	736,756
Bunker Coal,--	
British Ships,.....	261,242
Foreign do.,.....	184,757
Total,.....	
7,144,737	

Articles imported:—	1896.	1897.	Increase.	Decrease
Beans	250	...	...	250
Bones	3,660	...	...	3,660
Coal.....	539,721	601,544	61,823	...

Cotton yarn & cotton	11,090	30,581	19,491	...
Flour	85,021	85,904	883	...
Hemp	32,790	43,360	10,570	...
Kerosine (bulk)	41,758	47,782	6,024	...
Kerosine (1,235,612 cases)	41,129	60,346	19,217	...
Lead	915	5,496	4,581	...
Opium	2,299	2,531	232	...
Pitch .....	...	1,700	1,700	...
Rattan	3,140	2,920	...	220
Rice	704,530	361,139	...	343,400
Sandalwood	3,707	3,459	...	248
Sulphur	220	2,040	1,820	...
Sugar	186,759	211,777	25,018	...
Tea	5,447	5,929	482	...
Timber	49,363	64,862	15,499	...
General	1,077,090	1,211,700	134,610	...

Total	2,791,889	2,743,061	298,950	347,778
Transit	1,845,400	1,852,462	7,062	...

Grand total.....	4,637,289	4,595,523	306,012	347,778
Nett .....	...	...	...	41,766

Junks imported 671,667 tons as under:—

Tea	2,787
Oil	1,761
Rice	39,301
Earth and Stones	132,099
General	495,719

Total... 671,667

Junks exported 684,320 tons as under:—

Kerosine	21,253
Rice and Paddy	209,197
Earth and Stones .....	...
General	453,870

Total ... 684,320

European-constructed vessels imported 639,846 tons in excess of exports; junks exported an excess of 138,859 tons. The excess of imports is thus reduced to 500,987 tons; from this must be deducted 445,999 tons of bunker coal, exclusive of coal shipped by men-of-war, leaving a balance of 54,988 tons consumed, manufactured, in stock in the colony, or unaccounted for.

Plague and famine in India affected trade from thence, and probably deflected the Siamese rice trade, short though it was, from this colony.

The river steamers, aggregating 3,384,721 tons, inwards and outwards, imported 146,603 tons of cargo, exported 90,544 tons, shipped 23,742 tons of bunker coal, and conveyed 988,046 passengers.

PASSENGER TRAFFIC.

Arrivals		Departures	
British ships	139,893	150,809	including Emigrants.
Foreign ships	66,679	63,575	"
River steamers	505,080	482,966	"
Launches (outside waters of the colony)	88,102	9,415	"
Junks (foreign trade)	111,263	123,455	"
914,017		912,220	

Excess of arrivals over departures (Foreign Trade) ... 1,797

Junks, local trade	3,203	1,793
Launches	2,349,583	2,321,003
2,352,786		2,322,796

Excess of arrivals over departures (local trade) ... 29,990

Difference—Excess of arrivals ... 31,787

OCEAN-GOING VESSELS.

Tables are given which show the annual percentages of cargoes per registered ton, for the five years during which returns have been collected in this Department. The mean for this period gives for British shipping 78.5 per cent., for foreign shipping 76.8 per cent. The best year for carrying for British shipping was 1894 viz., 82.5 per cent. (the plague year when quarantine requirements on leaving the colony caused many vessels to forego calling). Both 1893 and 1894 were good years for foreign vessels; they carried 82.2 per cent. each year. The gradual decrease of the total percentages after 1894 appears to show that the carriage offering is in excess of cargo requirements. There has been a marked rise in the total percentages. In the case of British shipping this is due to a decline in tonnage (lower than both 1895 or 1896); with foreign shipping the case is

different, coincident with a large increase in tonnage, heavier cargoes have been carried.

In 1893, 3,400 British ships, aggregating 4,517,089 tons, carried 79.9 per cent. in 1897, 3,688 vessels with a total of 4,883,745 tons carried 77.7 per cent, or a tonnage increase of 7.5 per cent, and a decrease in carrying of 2.22 per cent, equal to a nett increase in five years of 5.3 per cent.

In 1893, 2,602 foreign vessels, measuring 2,803,664 tons, carried 82.2 per cent. in 1897, 3,161 foreigners, carried 80.2 per cent of their total tonnage, 3,856,135, equivalent to an increase of 27.3 per cent in measurement, with a decrease in carrying of 2 per cent or a nett increase in 5 years of 25.1 per cent.

Whilst British and foreign shipping import *pro rata* much the same, foreigners appear to carry more exports and British more transit cargo. Foreign vessels also appear to ship slightly more coal in the colony.

Between the first quarter of 1893, and the fourth quarter of 1897, British tonnage increased 181,386 tons, or 14.4 per cent, and decreased in carrying 0.6 per cent, or a nett increase of 13.8 per cent. For the same period, foreign shipping increased 402,360 tons or 38 per cent, and advanced in carrying 3.3 per cent, equivalent to a total gain of 41.3 per cent. During the five years under review 20,182,512 tons of shipping, on entry, paid light dues at 2½ cents a ton.

RIVER STEAMERS, &c., call for little remark, save, that they are to be congratulated on the remarkable economy of fuel apparent as against the expenditure in ocean-going vessels. The passenger trade in 1897 was good, exceeding 1896 by 90,203. As might be expected their percentage of cargo is very low.

Junks in foreign trade show a decided increase in imports, and a gain of 33,612 in passengers carried over 1896. A fair average has been maintained. The diversion of the rice trade is very apparent in their percentages of exports.

Junks in local trade discharged mainly earth and stones at Victoria for the Reclamation.

REVENUE.

The total revenue collected by the Harbour Office during the year was \$234,233.12, a decrease of \$757.04 on the previous year.

1.—Light Dues,	\$114,176.41
2.—Licences and Internal Revenue,	31,382.30
3.—Fees of Court and Office,	88,674.41

Total,..... 234,233.12

STEAM LAUNCHES.

On 31st December there was 155 steam launches employed in the harbour; of these 65 were licensed for the conveyance of passengers, 73 were privately owned, 12 were the property of the Colonial Government, and 5 belonged to the Imperial Government in charge of the Military Authorities.

One master's certificate was suspended for one month, and two master's certificates were suspended for two months each.

EMIGRATION.

62,831 emigrants left Hongkong for various places during the year; of these 50,317 were carried by British ships, and 12,514 by foreign ships; 115,207 were reported as having been brought to Hongkong from places to which they had emigrated; and of these, 91,056 were brought in British ships, and 24,151 by foreign ships.

SUNDAY CARGO-WORKING.

During the year 160 permits were issued, under the provisions of the ordinance; of these, 39 were not availed of owing to its being found unnecessary for the ship to work cargo on the Sunday, and the fee paid for the permit was refunded in each case. Permits were issued free of charge to mail steamers. The revenue collected under this heading was \$11,850; this was \$4,275 more than 1896.

Telegraphic and telephonic communication has been kept up with the Gap Rock and Cape D'Aguilar during the year. From the former station 568 vessels have been reported as passing, and in addition 139 messages were received and 3,110 sent including the daily weather report for the Observatory.

From Cape D'Aguilar 1,158 vessels were

reported, and in addition 1,793 messages were sent and 18 received.

190 hours of fog were reported from Gap Rock during the year, and the fog signal gun has been fired 1,203 times. On six occasions the fortnightly relief could not be effected owing to the rough sea.

IMPORTS AND EXPORTS (OPIUM) OFFICE.

The return shows that during the year the amount of opium reported was as follows:—

	1896. chests.	1897. chests.	Increase. chests.	Decrease. chests.
Imported	34,208	37,708	3,500	...
Exported	33,385½	35,808	2,422½	...
Through cargo reported but not landed...	14,838½	13,739½	...	1,099

15,251 permits were issued from this Office during the year, being a decrease of 391 as compared with 1896.

A daily memo. of exports to Chinese ports was during the year supplied to the Commissioner of Imperial Maritime Customs at Kowloon; and from the 1st June last, a daily memo. of exports to Macao was, at the request of the Superintendent of Raw Opium Department of Macao, supplied to him.

Surprise visits were paid to 94 godowns during the year.

LIVELY DOINGS ON A BRITISH STEAMER.

THROWING THE FURNITURE OVERBOARD.

At the Harbour Office on 5th May, before the Hon. R. M. Rumsey, three German firemen named C. Rierk, Q. Schubert and A. Goltz were charged by Captain F. McNair, of the British steamer *Queen Adelaide*, with refusing duty, damaging ship's property, and assault.

Captain McNair said that the men shipped at Rotterdam last year for two years. On a voyage from Rangoon to Kobe in March last the chief engineer ordered them to get some ashes up and they refused to do so. They were taken before the captain and again refused. Later on in the day the ashes were got up, and one of the defendants carelessly let an ash shoot fall overboard. At Kobe one night the firemen and sailors came on board drunk and made a disturbance. They rushed the bridge while complainant was undressing. He saw one man lying on the deck and the others were simply mad drunk. They tried to burst in the saloon door and also to break the saloon windows with a piece of wood. They threw a chair, a table, and a flower stand with six plants overboard. This conduct was kept up till after midnight. He identified the defendants as taking part in the row. Schubert was lying on the deck and witness went to see what was the matter with him. He then jumped up and struck witness. The defendants also unshipped a ventilator and threw it overboard. Goltz was the ring leader, and refused duty besides losing the ash shoot. He led the row at Kobe and in throwing the furniture overboard. This was the first British port he had called at after leaving Kobe, and the ship sailed the day after the row. The Consul there told him to bring the case at the next British port.

Goltz said it was not his duty to get up the ashes of the donkey boiler and he refused. He owned up to the row in Kobe. It was true he took part in throwing the property overboard and he abused the officers because they abused him, and he thought that was quite right.

Schubert contended that removing the donkey boiler ashes was not his work and that was why he refused. As to striking the captain he was very drunk and knew nothing about it. He knew nothing about the ventilator either. There was a row in the foc'sle and he chucked the bos'n out. Then somebody hit him and he knew no more.

Rierk received a month's hard labour for refusing duty.

Schubert was ordered to forfeit £1 10s. from his wages, as half the value of the ventilator to suffer fourteen days' hard labour for refusing duty and at the expiration of that term to do twelve weeks for assaulting the captain.

Goltz was also ordered to forfeit £1 10s. and go to prison for fourteen days for refusing duty. He also was sentenced to twelve weeks' hard labour for throwing the ship's property overboard.

THE NORTH CHINA INSURANCE CO., LIMITED.

The sixth ordinary general meeting of the proprietors of this company was held at Shanghai on the 28th April. Mr. D. Brand presided.

The Chairman said—The report and accounts have now been in your hands for some days, and I presume we may take them as read. Beginning with the year 1896, the account I am sorry to say did not close very satisfactorily, resulting in a loss on our estimate of Tls. 21,164. This amount has been transferred to liability account, leaving a balance to credit of Tls. 7,120 which with salvages to be received it is hoped will be sufficient to pay all expenses against the account. Coming to 1897 the directors regret that they do not show a more brilliant account than they do. But they are still very hopeful, taking into consideration what a year 1897 has been for underwriting—hopeful, I say, you will not look upon it as otherwise than a satisfactory account. Indeed it was full of promise up to the 31st December, but with the advent of the new year a change came over it and loss followed upon loss with startling rapidity. It is hardly necessary for me to recapitulate the particular names of the ships and vessels, etc., upon which we have lost, but I perhaps might mention three instances, viz: the *Cromarty*, the New Zealand steamer *Mataura*, and the Kobe fire. We took these on the modified lines accepted nowadays, and not our lines current ten or fifteen years ago. The Kobe fire was something unique in its way. Here we had the honour of insuring cargo half-way round the world and seeing it burnt before our eyes at its destination. This loss at first seemed very serious, but gradually it got down to exceedingly moderate figures, until when I tell you it will not now exceed \$10,000 or say £1,000, you will be of opinion that the company has got off fairly satisfactorily. Analysing the accounts somewhat in detail we find that the account for 1897 is a smaller account than the previous year, smaller by premiums by Tls. 169,038.08, but I am glad to say that the losses are on a proportionately reduced scale. Up to the 31st December we had paid in losses and claims Tls. 334,000 as against Tls. 504,000 the year previous, and we have carried forward Tls. 411,000 as against Tls. 376,000 in the previous year. Therefore with a much smaller account we have carried forward a much larger balance. Since these figures were published we have further paid claims amounting to Tls. 96,905, and it is proposed to retain Tls. 162,226, to provide for outstanding losses and unexpired risks. This leaves a balance of Tls. 152,000, which the directors recommend be appropriated in the shape of a dividend of ten per cent on the paid-up capital and a bonus of ten per cent upon contributory premiums. As you are aware, interest on capital is a first charge on the company's profits, and another matter entitled to our fullest consideration is the question of contributory premiums. We hope another year we shall be able to return something more substantial in the way of a bonus, and although there has been for some time an outcry that the rates are too low, yet except in Australia there has been no tangible improvement so far. Coming to the details of working I don't think they require very much comment. The items bear a very strong resemblance to the year previous. General charges are some five thousand odd taels lower than last year and this is simply explained in regard to the staff—this year there have been fewer at home than last year. When the staff is at home the remuneration comes under the head of general charges but when abroad it is charged to the particular office in which they are located. London charges show a considerable reduction, being Tls. 65,000 odd as against Tls. 72,000 last year. Under this heading I may safely promise a still greater reduction next year. On the other side exchange account shows a credit of Tls. 29,674 which is practically the difference between the making up of the accounts to the 31st December, 1896, and to the 31st December, 1897, the former being made up at 2s. 11½d. and the latter at 2s. 8d. I don't think, gentlemen, I have any more to say. The figures speak for themselves, but if I have omitted anything, I shall be only too happy to put it right on being questioned by the shareholders.

No questions being asked, the report and accounts were passed, and a dividend of ten per cent. on the paid up capital plus a bonus of ten per cent. on contributory premiums declared.

HALL AND HOLTZ, LIMITED

The following is the report of the directors for presentation to the shareholders at the sixth ordinary general meeting to be held at the head office of the Company, Shanghai, to-day:—

The directors herewith submit to the shareholders the accounts of the Company for the year ended 28th February, 1898.

In October last the Directors paid an interim dividend of \$2 per share, leaving a balance at credit of Profit and Loss Account of \$41,531.59, which they recommend should be disposed of as follows:—

A final dividend of \$2 per share	\$12,500.00
Transfer to Reserve Fund	20,000.00
Write off Fixtures and Ovens	3,000.00
Carry to new account	6,031.59
	\$41,531.59

and to Transfer the \$5,000 standing in the books as Depreciation Account to the credit of the Factory Building account.

Directors.—In April last Mr. J. D. Clark was invited to join the Board during the absence of Mr. F. W. Such, and later on during Mr. Nazer's absence; this appointment requires your confirmation. Mr. Such retires in accordance with the Articles, but, being eligible, offers himself for re-election.

Auditor.—The accounts have been audited by Mr. Geo. R. Corner, who retires, but offers himself for re-election.

F. W. SUCH,
Chairman.

Shanghai, 16th April, 1898.

JELEBU MINING AND TRADING CO., LIMITED.

The following report is issued to the shareholders of the Jelebu Mining & Trading Co., Limited:—

Gentlemen,—Your directors beg to submit a statement of the company's accounts for the period from 29th July, 1897, to 21st January, 1898, being the second half of the 9th year of the company's existence by the Chinese calendar. The working of the mines at Jelebu resulted in a net profit of \$6,200. Operations in Maliwun left a loss of \$6,640. Therefore the result of the half-year is a loss of \$440 which has been transferred to the debit of Profit and loss account.

Jelebu Alluvial.—This branch of the Company's business in continued on safe lines and increased profits on a moderate scale may be expected for the future.

Jelebu Rin Lode.—The expenses for the half-year, including the purchase of a sinking pump, amounted to \$13,669, which, together with previous expenditure, brings the total sum standing to the debit of the account to \$21,726. Altogether about \$44,000 have so far been spent on the lode though it only stands in the company's books at \$21,726. That amount is considered a good asset. As anticipated the lode, referred to in last report as lost, has been recovered. The sinking of the shaft, though steadily proceeding, made but slow progress owing to the hard nature of the ground met with during the half-year. It is, however, being pushed with all despatch. The general indications of the lode continue favourable. One of the directors (Mr. Jackson Millar), who has but recently returned from Jelebu is highly satisfied with the work done and the prospects of successful lode-mining.

Maliwun.—The concession expired during the half-year and has not been renewed yet. In view of the financial position of the company, and with special regard to the demands likely to be made on the company's funds in connection with the development of the Rin Lode, your directors are of the opinion that no further money should be risked in Maliwun. But they are not without hopes that other persons may be found willing to take up the concession and to take over the realisable assets at a price. A resolution giving powers to make such an arrangement or in any other way to

deal with the concession will be submitted to the shareholders in general meeting.

Accounts.—After writing off the usual depreciation, etc., there remains at the debit of Profit and Loss Account the sum of \$440.58, which sum together with \$38,523 from the previous year, your directors propose to carry forward.

General.—If the resolution to surrender Maliwun should be passed, and if the Maliwun assets should not be favourably liquidated it would mean the additional writing off of about \$45,000, in which case the balance of the debit of Profit and Loss Account would be increased to about \$84,000. On the other hand it may be pointed out that the Rin Lode account is only debited with about half of what has been spent, so that, if the Rin Lode pays, the company need not reserve the whole of any future profits until the capital is brought up by profits to its original amount but would be justified in apportioning part of such profits for the payment of dividends and in adjusting the capital account, in part, by putting a higher value on the Rin Lode. Your directors have agreed to temporarily resign half of their fees. The director to retire by rotation is Mr. J. P. Joaquim, who offers himself for re-election. The auditor, Mr. A. J. Gunn, retires from office but offers himself for re-election.

J. P. Joaquim, A. Reid, Directors.

Huttenbach Brothers & Co., General Agents.

POLO MATCH.

KING'S OWN REGIMENT V. CLUB.

A match was played on Monday between the King's Own Regiment and the Club. Rain had fallen heavily the previous day, but a morning of bright sunshine had dried the ground into very good condition except in a few places, and the bright afternoon, together with anticipations of a good game, caused the assemblage of a large number of spectators.

Play was started at 5.17 p.m., the Regiment's goal being at the stable end. The teams were:—

K.O.R.

Major Gawne
Capt. Paton
Mr. Johnson
Capt. Laurie

CLUB.

Mr. May
Mr. Des Vœux, R.E.
Mr. Landale
Capt. Burney

Laurie secured the ball from the throw in, and started it towards the Club goal. For a few seconds the game seemed level, then came three bad mistakes by the Club, and Johnson scored an easy goal after 35 seconds' play.

The game being restarted Johnson got away again, but shot behind. Des Vœux then ran the ball into the enemy's country, but was stopped by Laurie, and some back and forward play in the centre ensued, from which Landale sent the ball flying almost to the Regimental goal. May should have scored, but failed, and Paton having cleared nicely, Laurie, with a fine run the whole length of the ground, scored a second goal from a cross shot under his pony's neck.

After a change of ponies, Des Vœux managed to score a subsidiary, but the game was all at the Club end, Laurie, who was allowed to take his own time over his shots, checking every attempt by the Club to get away. Landale and his pony came down at this stage, but both rose unhurt. The Club managed to get the ball as far as their opponents' goal line, and time was called for the first quarter with the score—Regiment 2 goals, Club 1 sub.

On play being resumed, the Regiment scored a subsidiary after half-a-minute's play, but the Club then rushed the ball down to their opponents end and scored a second subsidiary. This was the beginning of the end, for the hit out was bungled and May scored the first goal for the Club. Moreover, after the throw in May devoted a lot more attention to Laurie, and enabled Des Vœux to score the Club's second goal, making the total—Club 2 goals 1 sub to 2 goals. The game now warmed up, and the ball was hammered up and down the field, Paton showing well, but neither side quite able to score. Finally Laurie managed a subsidiary after a fine run which deserved a better reward. Score, 2 goals 2 subs. all. Things then became exciting for the Club, Burney just managing to pull them out of the fire, but it was lucky for them that a long, hard shot by Laurie went wide.

A halt was called for a change of ponies, and then came the decisive rush of the game. The Club were running the ball down hard, when Laurie for once missed his backhand, owing to May's hustling, and Burney scored a goal from a nice shot. Score, Club 3 goals 2 subs., Regiment 2 goals 2 subs.

After the throw in the ball was sent to the Regiment's end, and their team had a little game of their own in the corner amongst the washing, whilst the Club team clustered round their opponents' goal, but nothing was scored, and the ball getting out of play, time was called, leaving the Club victors in an excellent game by 3 goals to 2.

"THERE SHALL BE A VERY GRIEVOUS MURRAIN."

In roisome dens, in fetid holes,
The Plague Fiend sits and grins,
Foul stink and smell he loves full well,
Dirt, filth, and heathen sins;
On dying corpses, left to rot
In garret, yard, and street,
He feasts each night in rank delight,
Full ghastly is his meat.

Darkness and gloom his handmaids are,
Uncleanliness his mate,
With poisoned breath, he heralds Death,
Who on his steps doth wait;
Thro' every place where light is not,
Thro' every stagnant court,
With hollow face Death strides apace
With fearful misery fraught.

With gibing lips that slaver,
With horrid breath that sears,
With mouth that spits, Plague jester sits,
And on each victim leers;
But every dancing sunbeam
Disputes his charnel sway.
God's Angel, Light, he cannot fight
But gibbering shrinks away.

God's Angel, Light, unwearying,
On wings of mercy soars,
Keeping strict ward with naked sword
O'er Life's defenceless shores.
Her sword's keen edge is sunlight,
Dread Death she conquers, save
Where man, the Fool, in blind misrule
Hath built a living grave.

EROS.

Hongkong, 4th May, 1898.

THE VACANCY IN THE BISHOPRIC OF VICTORIA.

In reference to the delay in filling the vacancy caused by Bishop Burdon's resignation in December, 1896, the following letter has been addressed by the Rev. R. F. Cobbold to the *Guardian* and the *Church Times*:—

Sir,—In February, 1895, it was known that Bishop Burdon intended to resign the See of Victoria, Hongkong. The Church Body of S. John's Cathedral at once wrote to the late Archbishop of Canterbury expressing the hope that, when a new appointment should be made, a bishop might be appointed who should have had "parochial experience in England." Archbishop Benson replied personally, promising his "utmost sympathy" in the circumstances detailed in our "very important letter." At the same time letters were sent to the Council of the Colonial Bishops' Fund (who hold and administer the endowment of this See), and they replied in similar terms.

During 1896, the papers of resignation of our late Bishop were sent to England, and the formal voidance of the See was complete in December of that year. In the summer of the same year I was in England, and the late Archbishop kindly granted me an interview, at which I was able to represent to him some of the needs of the Anglican community in this Colony. I returned to my work in November, 1896, and Bishop Burdon left for Europe a few weeks later. Week by week we expected to hear news of a fresh appointment. No news came.

In April, 1897, the Church Body of S. John's Cathedral wrote to the present Archbishop, and I wrote personally under separate cover begging that there should be as little delay as possible, and placing before Archbishop Temple certain facts relating to the Church of England and to the needs of churchmen in Hongkong and in the British settlements at Canton, Macao,

Swatow and Amoy. We received no acknowledgement of these communications.

Thinking that the sudden death (October, 1896, of Archbishop Benson might be cause of delay, and knowing that the Conference at Lambeth (1897) would demand much attention from the Archbishop, we waited till September, when I wrote again, urging the same needs and referring to previous correspondence. No reply has reached me.

At that time I was preparing candidates for Confirmation in the confident hope that I should be able to present them to a bishop within a reasonable time. These classes were continued for four months; and in January, 1898, Bishop Burdon returned to Hongkong on his way to Pak-hoi, where he now resides as a missionary. Meanwhile 20 per cent of the confirmands had left the colony, and others were becoming disheartened by the protracted delay. I held out the hope that Bishop Burdon would be able, under the circumstances, to confirm the rest. This he refused to do on the ground that he had "no authority." I offered to telegraph for the Archbishop's permission. The Bishop declined to agree with this proposal. I immediately wrote to the Archbishop to acquaint him with our position. Again I have had no reply. We have had no confirmation since June, 1895.

There is practically no diocesan organisation in Hongkong, and no one is authorised to act for the Bishop in a business capacity. It is impossible to believe that these facts are known at home. The utter neglect is heart breaking. South of Fukien there are only three ordained men working in this huge mission field. In Hongkong itself, besides a Naval Chaplain, the Garrison Chaplain, the Seamen's Chaplain, and a native pastor of the C.M.S., each of whom has his own particular work, there is no priest of the Church of England but the writer of this letter.

Up till the time of Bishop Burdon's retirement, the Bishop of Victoria has been, by appointment from the Archbishop of Canterbury, Warden of S. Paul's College—a college originally established for the training of missionaries, but now only a Chinese Boys' School, with no regular religious instruction, supported by scholars' fees and a grant-in-aid from the Colonial Government. The college itself and the Warden's residence attaching thereto, the private chapel, as well as two dwelling houses in the same grounds, are greatly in need of repair, and no one has authority to put them into proper order. The valuable theological library is uncared for except by an occasional reader. There are funds sufficient for the present needs, but while there is no Warden no one has power to direct their use. The episcopal income has been in abeyance for sixteen months.

Will you, Sir, in the interest of the Church in the colonies, make these facts known at home, in order that a sympathetic public may draw their own conclusions; and so that the attention of the Archbishop may be again directed, and now compelled to this neglected diocese in the Far East.—I am, Sir, Yours faithfully,

ROWLAND F. COBBOLD.

HOISTING OF THE FRENCH FLAG AT KWANGCHAUWAN.

Haiphong, 28th April.

The Bay of Kwangchauwan was officially occupied on the 22nd April. It was the *Pascal*, of the Far Eastern squadron—on board which M. Kanh, the Consul at Hoihow, had taken passage—that performed the formality. A flagstaff was erected on an ancient fort and the French flag hoisted, the ship's band playing and the crew cheering. The absence of the Chinese authorities was remarked, but there was a considerable crowd of natives present. We expect to hear in a few days that the *Bayard*, the *Duguay-Trouin*, and the *Jean Bart* have anchored in the new French bay, where, in addition to the *Pascal*, there is already the *Surprise*.—*Courrier d'Haiphong*.

The Spanish steamer *Elcano*, which plies between Singapore and Manila, has changed her name and flag. She arrived at Singapore on the 28th April from Manila, under the name of the *Saigon*, and as a French steamer.

REPORTED ASSAULT ON H.E. LI HUNG-CHANG NEAR THE PALACE.

A private despatch from Peking to a high Chinese ex-official at Shanghai states that about a fortnight ago as H.E. Li Hung-chang was on the point of entering the precincts of the Grand Audience Hall, three hours after midnight, to have an interview with the Emperor, and just as he was passing through the double line of Imperial Guards at the Palace, a man dressed entirely in black, who it appeared had been concealing himself behind the Guards, suddenly broke through the line and getting within striking distance of the old statesman launched a blow at his head. Fortunately H.E. had noticed the commotion made by the man breaking through the Guards—possibly he had been informed of the probability of such attacks and therefore was on the *qui vive*—and inclining his head a little aside managed to partially evade the blow, but was not quick enough to prevent his assailant's fist from landing on his shoulder. The attack was so sudden that none of the Guards interfered until the assailant seeing that his blow had failed at Li's head made an attempt to trip up H.E. Then it was that, just as the man's right leg was being stretched out for the purpose, a guardsman brought his naked sword with a sweep outwards and coming into contact with the man's foot effectually straightened him out on the ground. The next minute the man was overpowered, bound, and taken to the nearest magistrate's *yamen*, the attack, by a stretch of imagination—in order to lessen the guilt of lack of vigilance on those guarding the Palace gates—being considered as having occurred in the public thoroughfare. Fortunately also for the assailant of Li, the man was entirely unarmed and without a weapon of any sort, and this circumstance will save him his head. Owing to the time, place, and circumstances both Li himself and the metropolitan government are only too anxious to hush this matter up. Li because if widely known it would bring about him a number of other would-be assassins, and on the part of the metropolitan police officials because if the Emperor knew of the affair many would have to lose both rank and position for their lack of vigilance. It appears that H.E. was not at all hurt by the blow he received, and went through his audience with the Emperor as usual a little later.—*N. C. Daily News.*

THE COLLISION BETWEEN THE "WOYO" AND "BORNEO."

We learn that the Tokyo Marine Court has decided that Captain Kawano Sotaro of the *Woyo-maru* was not to blame for the recent collision of that vessel with the P. & O. *Borneo*. The Court held that the collision was due to the P. & O. steamer having violated Article 25 of the Regulations for Preventing Collisions at Sea. As our readers will remember, the Captain and officers of the *Borneo* have already been exonerated by the British Court at Yokohama. It is stated that the Seikokaisha (Hyogo), the owners of the *Woyo-maru*, have now resolved to bring an action against the P. & O. Company to recover compensation for the damage suffered by the *Woyo*.—*Kobe Chronicle.*

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 29th April.

I am sorry to have to report that cases of plague have recently been occurring in rather considerable numbers, but as the last day or two's returns have shewn an improvement it is hoped the disease is dying out. It is said that sixteen or eighteen cases took place on the 25th and ten or twelve on the 26th, but to-day the report is better. It seems that the chief centres of the disease are at S. Lazaros, Horta de Mitra, and the Bazaar. Matched for the sufferers have been erected behind the Mongha Fort. A few cases have occurred among the Macaoese and three of them have proved fatal.

The Chinese Committee to arrange for the native section of the festivities in celebration of the Vasco da Gama fourth centenary are busily engaged on their preparations. A great many

workmen have come from other places and are making paper fishes, lanterns, and other paraphernalia for the procession. It is to be hoped the affair will prove a success.

Although a proclamation was issued by H.E. the Governor nearly a month ago prohibiting the export of rice, yet the price of this article in the market grows dearer day by day.

HONGKONG.

The defeat of the Spanish fleet at Manila and the serious aspect which the bubonic plague has assumed have been the principal topics of conversation in the city during the past week. It became known on Monday that the Americans had commenced the bombardment of the Island of Corregidor on Sunday. On Monday evening the cable was cut, and this prepared everyone for the intelligence which was received later that a disaster had befallen the Spaniards. For the last few days we have been anxiously awaiting the details, but up to the time of writing the despatch boat which it is expected Admiral Dewey will send to Hongkong has not arrived. With regard to the plague the returns last week end were most encouraging, but the number of cases has since gone up and three Europeans are among the victims. On Saturday last we announced the death of Sister Frances (of the Government Civil Hospital); on Wednesday Mr. L. S. Crawford, eldest son of Mr. D. R. F. Crawford, succumbed to the scourge; and yesterday an account of the death of Sister Gertrude (Miss Ireland) from the same disease appeared in our columns. On Saturday last, Lady Carrington distributed the prizes in connection with the Volunteer Corps. His Excellency Major-General Black and Mrs. Black were present, and Sir John Carrington alluded with regret to the fact that that was probably the last occasion of the kind in connection with the corps which they would grace by their presence. At the Harbour Office on Wednesday the enquiry into the circumstances attending the stranding of the *Sishan* last month was concluded, and the certificate of the master, Mr. John Jenkins, was suspended for a month. In the Supreme Court on Thursday the Chief Justice pronounced judgment in the case of the action arising out of the collision between the *Kwanglee* and the *Powan*. The former vessel belongs to the China Merchants' Steam Navigation Company and the latter to the Hongkong Canton and Macao Steamboat Company. The Chief Justice said judgment would be entered for plaintiffs (China Merchants' Steam Navigation Company), for the recovery of a moiety of their damages, defendants to obtain a moiety of the damages sustained by the *Powan* on the counterclaim. Each side was to pay its own costs and bear half the expense of the assessors.

H.M.S. *Bonaventure* arrived on 4th May.

H.M.S. *Immortalité* left for Manila on 4th May.

There were 2,433 visitors to the City Hall Museum last week, of whom 265 were Europeans.

Two boatmen were yesterday each fined \$50 for making fast to the *Catherine Apcar* while under way on Monday.

The Earl and Countess of Orford, who are proceeding on a tour to Japan, are passengers by the P. and O. steamer *Malacca*.

A fisherman was yesterday fined \$25 for holding communication with a junk while in the quarantine anchorage in the harbour.

For being in unlawful possession of nine bags of sugar belonging to the Taikoo Sugar Refining Company, a lighterman was on Saturday sentenced to three months' imprisonment by Commander Hastings.

H.M.S. *Edgar* left about four o'clock on Sunday afternoon homeward-bound. As she left her moorings the crew manned the rigging and hearty cheers were exchanged with the *Tamar*, *Immortalité*, and *Rainbow*.

Fred Browning and George Young, privates in the King's Own Regiment, appeared before Commander Hastings at the Magistracy on Saturday charged with disorderly conduct and damaging a sampan which they had engaged to take them from Pedder's Wharf to Tsimtsai the previous day. Browning was fined \$10 and Young \$7, each being in addition ordered to pay \$4 compensation.

Mr. A. McConachie, having returned to the colony, has rejoined the Court of Directors of the Hongkong and Shanghai Bank, and Mr. F. Sachse has also joined the Court. Mr. G. D. Boning has resigned on leaving the colony.

Messrs. Lutgens, Einstmann & Co., General Agents of the Great Eastern and Caledonian Gold Mining Co., Limited, have received the following telegram from the manager at the mines:—"Zulu: struck a very rich body of ore."

On 4th May a Chinaman was fined \$10 for not reporting the existence of a case of plague at No. 6, Sheung On Lane. P.C. Garrad went to the house in question on Sunday and found there the body of a man whom it was afterwards found had died of plague.

For selling lottery tickets in the streets Wong Man Hui, a shop coolie, was on 2nd May at the Magistracy fined \$25. Defendant, who said he came from Macao on Sunday to collect the money, had \$106 in his possession, which the Magistrate ordered to be returned to him.

On 2nd May at noon Messrs. Hughes and Hough offered for sale by auction at their sale-room Mr. N. J. Ede's cutter yacht *Zephyr*, which has long been a familiar figure in the harbour. The bidding commenced at \$1,000 and rose to \$2,500, at which sum the yacht was knocked down to a Chinese buyer.

The mortality statistics for the week ended April 16th showed the death rate per 1,000 per annum to be 39.2, against 31.7 for the previous week and 14.5 for the corresponding week last year. The returns for the week ended April 24th gave the death rate as 26.7 against 18.3 for the corresponding week last year.

On Saturday Captain Hastings held an enquiry into the circumstances attending the death of a gunner in the Asiatic Artillery named Assa Singh, who died at the Station Hospital on the 8th April. After hearing the medical evidence a finding was returned to the effect that death was caused by acute gastritis brought on by an overdose of arsenic accidentally self administered.

A ricksha coolie who thought to squeeze more than his just due from a fare on Tuesday evening tried it on the wrong party, with the result that at the Magistracy next morning Commander Hastings fined him \$5. P.C. Garrad, who was in plain clothes, engaged defendant's ricksha outside the Central Market, Queen's Road. He had him for about a quarter of an hour and paid him ten cents. Though five cents was his legal fare defendant wanted more and became so disorderly that the constable arrested him.

A cook named Ng Tso was charged at the Magistracy on 3rd May with neglecting to report a case of infectious disease. P. C. Wilkinson saw defendant on Monday morning on the Canton Wharf with a sick man, he having been refused admission to a vessel. He ordered the removal of the sick man to the hospital at Kennedytown, and Dr. Lowson has since certified that it was a case of bubonic plague. Defendant informed Commander Hastings that he was not aware it was a case of plague. Fined \$10.

Under instructions from the Official Receiver of the estate of Tso Cheong, in bankruptcy, Messrs. Hughes and Hough offered for sale by auction on 3rd May the reclamation in front of marine lot No. 199. The lot is bounded on the east by French Street and is a short distance to the west of the Sailors' Home. The reclamation is bounded on all sides by roads and has an area of 26,507 square feet, a frontage of 165 ft. 8 in., and a depth of 160 ft. It was offered first in one lot and afterwards in two, but the bidding did not reach the reserve and the property was withdrawn.

At the Magistracy on 4th May a coolie was charged with unlawfully entering Belcher's Fort engine-room on Monday evening with intent to commit a felony. John Murray, a gunner of the R.A., deposed to finding defendant in the engine room, the man having entered through the window. On behalf of the defendant several witnesses were called who gave an entirely different version of the affair. They said defendant was closing the door of his house when complainant took him to the Police Station. Inspector McDonald said complainant was not sober when he came to the station with defendant. Defendant was discharged and Murray was fined \$15 for giving false testimony.

An official notification has been published at Manila under date of 21st April to the effect that the Spanish Consul at Hongkong having reported a marked decrease in the number of cases of plague, vessels arriving from Hongkong without sickness on board are to be subjected to a quarantine of from one to three days only according to their hygienic condition. Under the regulation previously in force the period of quarantine was nine days.

The crew of the *Edgar* was very much in evidence at the Magistracy on 29th April. Percy Satchwell was fined \$5 for fighting and creating a disturbance in the Criterion Hotel the previous evening, and Edgar Thomas, Thomas Pemberton, John Stewart, and John Sharkey were charged with obstructing Inspector Moffat in the execution of his duty. The Inspector said that at about 7.40 the previous evening he went to the Criterion Hotel and arrested the first defendant. The others tried to prevent the arrest. He pushed the first defendant away and he staggered away and assaulted a shopman. The second defendant aimed two blows with his fist at Inspector Hanson. All defendants were under the influence of liquor. They were each fined \$5, or 14 days. Edgar Thomas was also fined \$3 for assaulting a shopman and John Sharkey was fined \$3 for assaulting P.C. Cameron when in the execution of his duty. John Kilmartin, another of the *Edgar's* crew, was charged with assaulting a vehicle driver on Wednesday night. P.C. Garrod said that he was on duty in Pottinger Street when he saw defendant and another blue-jacket and two 'ricksha coolies. The 'ricksha men began to call out "Police." On going up to them defendant said they had paid the coolie, who was worrying for more money. Before witness could settle the dispute defendant hit the coolie on the head with a bottle of medicine, the coolie dropping insensible. Witness arrested defendant, who did not seem to realise what he had done. The man had had a drop of drink. Complainant also gave evidence, and defendant was fined \$10 and ordered to pay \$10 compensation.

On Sunday afternoon the funeral of Mr. Patton late chief mate of the sailing vessel *R. R. Thomas*, took place, the remains being interred at the Happy Valley. Among those present was Mr. Rounselle Wildman, M.A., American Consul-General. The Rev. C. R. Hager, American missionary, conducted the service. The circumstances connected with Mr. Patton's death are exceedingly painful, and we feel assured that our readers will join with us in an expression of sincere sympathy with the widow and family in Maine who have been left desolate. Mr. Patton was much esteemed by his fellow-countrymen in the colony, and is very highly spoken of by the United States Consul-General and the Standard Oil Company. The story which has had so sad an ending is as follows:—Mr. Patton was sentenced to six weeks' imprisonment with hard labour by Mr. H. E. Wodehouse on 18th February on the complaint of an able seaman named Brenner for assault. The complainant stated he had been kicked in the stomach by the mate, and exhibited an old wound as having been caused by the kick. Dr. Thomson in giving evidence said there were no signs of recent assault in the region of the navel. Another A.B. gave evidence. The defence set up was that the mate only pushed the man. An appeal against the decision of the Magistrate was heard at the Supreme Court, but the decision was upheld and the mate did his term of imprisonment. After the sentence had been imposed, the complainant in the case made a sworn statement at the U.S. Consulate-General in which he denied that he had been kicked in the abdomen. He said he was angry with the mate at the time for shaking him, but he regretted extremely that he should have been so severely sentenced. The matter was placed before the Government by Mr. Wildman, but no steps were taken with regard to releasing the man. At the expiration of his term of imprisonment, Patton visited the Consulate a perfect wreck. He said he did not wish to go to sea again. He went on board the *John Bailey* and was afterwards taken to the hospital, where he died from inflammation of the stomach on Wednesday last.

At the Magistracy on Saturday before Commander Hastings U Yung was charged with carrying arms without a licence on the previous day. Defendant was arrested at a quarter to two in the afternoon on board the *Heungshang*. He had in his possession a box containing several Winchester rifles, each of which was in two sections. Defendant, who admitted the offence, said he lived in Macao and had no occupation. He was engaged to carry the rifles, but he did not know by whom. A fine of \$100, or three months, was imposed, the rifles to be confiscated.

The Spanish-American war is calculated to have a serious effect on the price of cigars, as the supply from the two chief producing centres, Havana and Manila, is likely to be cut off. Already speculation in the article has commenced and prices are rising. Another little matter as to which speculation is rife is the Manila lottery. If the Americans should be in possession of Manila when the May drawing is due, will the drawing take place? Should Spain still retain possession will the local Government have sufficient spare funds to pay the prizes, or will the amount be retained by way of a war loan?

The passengers who left Kowloon by the ferry launch *Morning Star* at ten past ten on the evening of 28th April had an exciting time before they again set their feet on terra firma. When 200 or 300 yards from Kowloon wharf the launch was run into by a junk which it had been endeavouring to avoid and was considerably damaged, the purser being badly injured by the falling woodwork, &c. The passengers, being on the starboard side, escaped. A scene of considerable confusion naturally ensued. The junk carried no number, and, being determined it should not escape, those on the launch made their boat fast to her and in this way they drifted down the harbour. The police had been summoned in the meantime, and on their arrival the launch left. It was close on half-past twelve ere the ferry passengers were able to land.

MISCELLANEOUS.

A St. George's Ball was held at Kobe on the 22nd April.

The light at South Cape, Formosa, which has been discontinued during the rebuilding of the lighthouse, will be again exhibited on the 10th May.

Mr. W. F. Tyler, Deputy Coast Inspector and Harbour Master at Shanghai, has been appointed Acting Coast Inspector and Harbour Master on full pay, while Captain Bisbee goes home for two years on leave. Mr. P. von Tanner, Deputy Commissioner of Customs at Foochow, who is now in Shanghai, is designated to open the new port of Funing, in Fnkien, between Wenchow and Foochow. Mr. T. F. Hughes goes to Kinkiang from Wuhu, replacing Mr. F. A. Morgan, who goes to Swatow.—*N. C. Daily News*.

From the *Union* we learn of the following movements in the Customs Service:—Mr. R. de Luca, third assistant, Soochow, is promoted deputy commissioner in charge of salt lekin, Hankow. Mr. E. H. Grimani, deputy commissioner, Canton, is transferred to Kinkiang, in charge of the salt lekin collectorate. Mr. H. E. Wolf, assistant, Inspectorate General, and professor of German at the Tung Wen Kuan, Peking, has been appointed deputy commissioner in charge of the salt lekin collectorate of Anhui (Tatung).

The *Peking and Tientsin Times* says:—We regret to learn that there appears to be no chance of Germans and Britishers giving Prince Henry of Prussia any special welcome on the occasion of H.R.H. visiting Peking. According to present arrangements Prince Henry will go by special train from Tangku through to Peking; and on his return will not remain more than an hour or two in this port. We do not know whether during his stay at the German Legation these plans will be in any way changed, but if so there would, we fear, be but little time in which to organize any suitable entertainment. As the grandson of our beloved Queen, we cannot but regret the decision arrived at by H.R.H. not to make a longer stay in Tientsin, which deprives us of the pleasure of uniting with our German neighbours in giving him a cordial welcome.

COMMERCIAL.

SILK.

SHANGHAI, 2nd May.—(From *Mc Srs. A. R. Burkill & Sons' Circular*).—The London market is easier and Blue Elephants are quoted at 10/7½; Gold Kiling in Lyons are at Fcs. 26.25. Raw Silk.—Market lifeless. A small parcel of Gold Kiling has been sold at Tls. 445. In Yellow Silk only some 30 bales have changed hands. Arrivals, as per Customs Returns, 23rd to 29th April are: 78 bales White, 61 bales Yellow, and 148 bales Wild Silks. Re-reels and Filatures.—Nothing to report. The Export of Steam Filatures to date is: 5,731 bales to America, 3,876 bales to the Continent, 58 bales to Japan and 24 bales to London. Wild Silks.—Settlements amount to about 100 bales. Pongers.—Waste Silk.—We do not hear of any business.

Prices calculated by Maerten's Tables at 11 per cent.; Exchange 2/3; Freight Tls. 7.45 per bale:

	Tls.	Stg.
	per pcl.	per lb.
Tsatloes.—Gold Kiling	445	9.10
Yellow Silk.—Mienchew	350 & 355	9.91
China Filature.—Pegasus Chop No. 1	557½	12.2
Wild Silk.—Tussah Filature 4 Cocoons	317½	7.1
Three Joss Chop		
Wild Silk.—Tussah Filature 8 Cocoons	275	6.2½
Three Joss Chop		
Szechuen Tussah Raw	195	4/6
"	160	3/9

CAMPHOR.

HONGKONG, 6th May.—The market continues weak. Quotations for Formosa are \$14.00 to \$14.25. Sals, 250 piculs.

SUGAR.

HONGKONG, 6th May.—The weakness last reported has continued and prices are again lower. Quotations are:—

Shakloong, No. 1, White...	87.22 to 7.25	per lb.
do. " 2, White...	6.97 to 7.00	"
Shakloong, No. 1, Brown...	4.75 to 4.78	"
do. " 2, Brown...	4.60 to 4.63	"
Swatow, No. 1, White...	7.12 to 7.15	"
do. " 2, White...	6.87 to 6.87	"
Swatow, No. 1, Brown...	4.62 to 4.65	"
do. " 2, Brown...	4.50 to 4.51	"
Foochow Sugar Candy	11.10 to 11.15	"
Shakloong	9.90 to 9.93	"

MISCELLANEOUS EXPORTS.

Per steamer *Tencer*, sailed on the 25th April. For London:—100 cases palm leaf fans, 19 cases Chinaware, 3 cases blackwoodware, 40 cases bristles, 3 cases cigars, and 8 packages sundries. For London and/or Manchester:—200 bales waste silk. For Liverpool:—2 cases blackwoodware, and 6 cases cigars. For Glasgow:—2 cases curios.

Per steamer *Glaucus*, sailed on the 25th April. For London:—1,180 boxes tea, 100 bales waste silk, 1,420 bales hemp, 67 bales and 4 cases feathers, 96 cases Chinaware, 5 cases lanterns, 23 packages shells, and 15 packages rattanware. For London and/or Manchester:—100 bales waste silk. For London and/or Hamburg:—50 bales feathers, and 500 bales cassia. For London and/or Antwerp:—2 cases bristles. For London and/or Hamburg and/or Antwerp:—20 cases bristles. For Manchester:—100 bales waste silk. For Liverpool:—7 cases cigars, and 250 bales hemp. For New York:—20 cases essential oil. For Glasgow:—1 case cigars and 9 packages effects. For Beyrouth:—20 cases bangles, and 1 case silks.

OPIUM.

HONGKONG, 6th May.—Bengal.—There has been an improvement in prices and a good amount of business has been done, the market being very steady at the close at the following figures:—New Patna \$687½, Old Patna \$745, New Benares \$687½, and Old Benares \$700.

Malwa.—There has been a fair amount of business done in this drug, the market closing steady latest figures being as follows:—

New	\$780 with allowance of 2 to 3 cts
Old (2/3 yrs.)	\$830 " of 2 to 4½ "
" (1/5 ")	\$825 " of 1½ to 3½ "
" (6/8 ")	\$860 " of 0 to 3 "

Persian.—Prices have continued the same, and some business has been put through, closing quotations being \$420 to \$630 for Oily and \$540 to \$670 for Paper-wrapped.

To-day's stocks are estimated as under:—

New Patna	680 chests
Old Patna	500 "
New Benares	550 "
Old Benares	280 "
Malwa	340 "
Persian	700 "

DATE.	PATNA.		DENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1898.	\$	\$	\$	\$	\$	\$
Apr. 30	685	720	681½	680	780	
May. 1	687½	720	682½	680	780	
May. 2	687½	730	685	680	780	
May. 3	687½	730	685	685	780	
May. 4	685	730	685	685	780	
May. 5	687½	730	687½	687½	780	
May. 6	687½	745	687½	700	780	

RICE.

HONGKONG, 6th May.—A further decline in prices is reported. Quotations are:—

Saigon, Ordinary.....	\$2.85 to 2.90
Round, good quality.....	3.40 to 3.45
Long	3.65 to 3.70
Siam, Field, mill cleaned, No. 2 ..	3.30 to 3.35
Garden, No. 1 ..	3.70 to 3.75
White.....	4.60 to 4.65
Fine Cargo	4.80 to 4.85

MISCELLANEOUS IMPORTS.

HONGKONG, 6th May.—Amongst the sales reported during the week are the following:—

YARN AND PIECE GOODS:—Bombay Yarn.—1,700 bales No. 10 at \$79 to \$89.50, 700 bales No. 12 at \$82 to \$90.50, 250 bales No. 16 at \$92 to \$100, 800 bales No. 20 at \$97.50 to \$101.50. **Japanese Yarn.**—100 bales No. 16 at \$79.50 to \$88.50, 25 bales No. 20 at \$102. **Grey Shirtings.**—600 pieces 8½ lbs. Blue Peach at \$3.96, 600 pieces 8½ lbs. 3 dogs at \$3.12½, 600 pieces 8½ lbs. Red 7 Boys at \$2.67½, 250 pieces 10 lbs. Blue Mar No. 5,000 at \$3.50, 600 pieces 8½ lbs. Blue Joss No. 1 at \$3.12½, 250 pieces 10 lbs. Moon and Cock at \$3.55, 1,500 pieces 8½ lbs. Green Peach at \$2.55, 1,500 pieces 8½ lbs. Red Peach at \$2.72½, 1,200 pieces 8½ lbs. Blue Peach at \$3.6, 500 pieces 10 lbs. Stag Chop at \$4.05, 1,000 pieces 10 lbs. Flower Vase at \$4.05, 4,200 pieces 8½ lbs. Blue Joss No. 1 at \$3.12½, 600 pieces 8½ lbs. No. 2 at \$3.07½, 600 pieces 8½ lbs. Red Lion and Flag at \$2.75, 600 pieces 8½ lbs. Blue Fish at \$2.67½, 1,000 pieces 10 lbs. Bamboo Pipe at \$3.45. **White Shirtings.**—500 pieces D 70 at \$3.52½, 500 pieces Flower Chop at \$5.02½, 1,500 pieces C Mark \$5.60, 500 pieces Black Peach \$2.40, 500 pieces Black Stag \$2.45, 500 pieces D 70 at \$3.82½, 500 pieces Flower Chop at \$5.02½, 500 pieces C Mark at \$5.60, 500 pieces Fox and Duck at \$5.52½, 500 pieces S L at \$4.57½, 500 pieces Flower Chop at \$5.05, 600 pieces Blue Lion at \$5.45. **T-Cloths.**—700 pieces 7 lbs. Mex 4 Stags at \$2.33½, 600 pieces 8 lbs. Mex H. and Stag C C at \$3.17½, 600 pieces 8 lbs. Mex H. and Stag C C at \$3.17½, 750 pieces 7 lbs. Mex Silver Dragon at \$2.33½, 370 pieces 7 lbs. Mex Gold Dragon at \$2.47, 2,250 pieces Mex Silver Lion No. 2 at \$1.89, 600 pieces 8 lbs. Mex H. and Stag C C at \$3.17½. **Drills.**—225 pieces 16 lbs. Large Eagle at \$5.45, 300 pieces Peacock at \$3.97½, 150 pieces 14 lbs. Peacock at \$3.97½, 600 pieces 14 lbs. Blue Men No. 250 at \$3.65. **White Irishes.** 250 pieces Folds G Horse at \$4.67½, 250 pieces Folds G Horse at \$4.67½. **Sp. Stripes.**—240 pieces B B B at \$0.63. **Long Ells.**—600 pieces 7 lbs. Scarlet at \$6.70, 750 pieces 8 lbs. Scarlet at \$7.20. **C. F. Italians.**—600 pieces S. Beauty at \$0.13. **Bengal Cotton.**—53 bales at \$18.75, 100 bales at \$20, 50 bales at \$19.25.

METALS.—Tin—200 slabs Foong Choi at \$40.25, 100 slabs Foong Chai at \$40.30. **Quicksilver.** 500 flasks at \$13½ to \$135, 700 flasks at \$136.50.

COTTON YARN.

	per bale
Bombay—Nos. 10 to 20s.....	74.00 to 104.00
English—Nos. 16 to 24.....	109.00 to 116.00
" 22 to 24.....	112.00 to 117.00
" 28 to 32.....	123.00 to 127.00
" 38 to 42.....	131.00 to 138.00

COTTON PIECE GOODS.

	per piece
Grey Shirtings—6lbs.....	1.75 to 1.85
7lbs.....	2.00 to 2.07½
8½ lbs.....	2.50 to 3.20
9 to 10 lbs.....	3.40 to 4.15
White Shirtings—54 to 56 rd. 2.4½	to 2.60
58 to 60 ..	2.75 to 3.45
64 to 66 ..	3.55 to 4.10
Fine	4.35 to 7.15
Book-folds.....	3.80 to 5.70
Victoria Lawns—12 yards ..	0.65 to 1.30
T-Cloths—6lbs. (32 in.) Ord'y.	1.55 to 1.75
7lbs. (32 ..)	1.90 to 2.15
6lbs. (32 ..), Mexs.	1.70 to 1.85
7lbs. (32 ..)	2.10 to 2.80
8 to 8.4 oz., (36 in.)	2.40 to 3.25

Drills, English—40 yds., 13½ to 14lbs..... } 8.75 to 5.15

FANCY COTTONS

Turkey Red Shirtings—1½ to 7lbs. } 1.50 to 5.00

Brocades—Dyed 3.00 to 5.00 per yard

Damasks..... 0.12 to 0.16

Chintzes—Assorted 3.08 to 0.14

Velvets—Black, 22 in..... 0.20 to 0.45

Velveteens—18 in. 0.17½ to 0.18½ per dozen

Handkerchiefs—Imitation Silk 0.45 to 0.90 per yard

WOOLLENS

Spanish Stripes—Sundry chops. 0.51½ to 1.40

German..... 1.15 to 1.50

Habit, Med., and Broad Cloths. 1.25 to 5.25 per piece

Long Ells—Scarlet 6.50 to 9.00

Assorted 6.60 to 9.10

Camlets—Assorted 12.50 to 32.00

Lastings—30 yds., 31 inches, Assorted } 12.00 to 20.00

Orleans—Plain..... 7.00 to 8.50 per pair

Blankets—8 to 12lbs. 5.50 to 14.00

METALS

Iron—Nail Rod 4.20 to — per picul

Square, Flat Round Bar ... 4.20 to —

Swedish Bar 6.00 to —

Small Round Rod 4.75 to —

Hoop..... 5.50 to —

Old Wire Rope 1.50 to 3.00

Wire 15/25 0.25 to —

Lead, L. B. and Hole Chop ... 8.70 to —

Australian..... 8.65 to —

Yellow Metal—Muntz, 14/20 oz. 32.00 to —

Vivian's, 14/20 oz. 31.00 to —

Elliot's, 14/20 oz. 31.00 to —

Composition Nails — to —

Japan Copper, Slabs..... 35.00 to —

Tiles 29.00 to —

Tin — to — per box.

Tin-Plates 6.10 to — per cwt. case

Steel ½ to ¾ 5.75 to —

SUNDRIES

Quicksilver 130.00 to — per picul

Window Glass 4.35 to — per box

Kerosene Oil 1.89 to — per 10-gal. case

SHANGHAI, 30th April.—(From Messrs. Noël, Murray & Co.'s Piece Goods Trade Report).—

All the excitement has subsided for the present and the market is rapidly resuming "the even tenor of its way." Under the influence of more satisfactory advices from our dependencies there is a much better enquiry and a fair amount of business has been done, in a general way, at slightly higher prices. The cheaper classes of American makes continue to attract a large share of the attention of the trade and stocks are being steadily reduced. This emphasises the action taken by sundry Merchants in the trade at the close of the Northern Ports, and tends to prove that had there been financial facilities they would not have been compelled to carry the large stocks through the Winter. English goods have been in more request during the interval the dealers being willing buyers at about previous rates, but holders are requiring a slight advance, seeing the difficulty there is in replacing their sales. The advance in Exchange has been of some assistance in arranging transactions in goods from stock, but very little forward business has been done in Manchester makes. In American, however, some fairly extensive lines have gone through, the purchases in New York for this market amounting to some 12,000 bales. Drills and Sheetings during the week. With exception of a few of the Drills we understand the standard makes have not been wanted, the demand running still on "goods for price." The better prices paid at Auction for Cotton Goods show fairly well the tendency of the market. Woollens are a shade firmer but their results must be very disappointing.

METALS, 2nd May.—(From Messrs. Alex. Biefield & Co.'s Report).—During the past week the sole topic of political conversation has been the war between the United States and Spain, but so far there has been nothing startling to chronicle. It has, however, affected our market, as advices from home quote higher prices for Copper, Yellow Metal, and Zinc than for a long time past. The quotations for Copper Sheathing and Yellow Metal Sheathing are now £66.00 and £57.00 respectively as against the last quotation £64.50 and £54.15 for each. The highest prices

during the last three years were £63.00 and £55.00, so it will be seen there is a decided boom on. The result of this and similar information from home, combined with the exceptionally high freights, has been that almost nothing has been done in Metals.—There have been plenty of offers, but no contracts closed, and we are inclined to believe native dealers will not meet current prices. They are now working off old quotations, apparently satisfied with small profits, and feeling secure in the expectation that they will be able to purchase at their own terms in the future when they must have cargo. Two hundred tons of Hanyang round and flat Iron, which has been lying here for some years, has been sold by auction, report says at a loss of 20 per cent. to 25 per cent on the actual cost. The natives fear it will not meet their needs as well as the foreign product.

JOINT STOCK SHARES.

HONGKONG, 6th May.—The market continues dull, but rates have steadied a little. No business of importance has been transacted.

BANKS.—Hongkong and Shanghai have ruled quiet with small sales at 185 and 186 per cent. prem. for cash and close with further small buyers at 186, but with sellers at 187 per cent. prem. Nationals and Bank of China remain unchanged and without business.

MARINE INSURANCES.—China Traders, Unions, Cantons, and Straits continue unchanged and on offer at quotations without business. North Chinas and Yangtszes have changed hands up north at quotations.

FIRE INSURANCES.—Hongkongs have found small buyers at \$332½ and Chinas at \$98, both closing with further sellers at quotations.

SHIPPING.—Hongkong, Canton, and Macao have ruled very quiet with little or no business at \$26½, but close a little firmer with probable buyers at that rate on account of the judgment given yesterday in the Powan-Kwanglee collision case; on time shares are procurable at rates equivalent to \$27 cash. Indo-Chinas have recovered a little and sales have been effected at \$61½, \$62, and \$62½, closing steady at the last rate. Douglasses continue quiet but steady with no business; small lots are still in demand at \$58 to \$58½. China Manilas still on offer at quotation and without business. China Mutuals steady to strong.

REFINERIES.—China Sugars continue weak and neglected with only a small business at \$162 cash and a few sales at rather better than equivalent rates forward for June and July, the market closing quiet at \$162. Luzons have improved considerably with sales at \$38, \$39, and \$40, closing with further buyers at the last rate.

MINING.—Punjoms show a slight improvement, the market having ruled steady with small sales at \$5½. Charbonnages continue weakish with sellers and no sales at \$130. New Balmorals and Olivers continue quiet and without business at quotations. Jebebus have improved and a small demand meeting with no sellers the rate gradually rose to \$1.75 with sales, the market closing steady with further small buyers at that rate. Raubs have further improved and a fair business has been put through at \$28½, \$29, \$29½, and later at \$30. The result of the March and April crushing is 2,220 oz. from 2,400 tons crushed. Sales were effected at \$29½ and \$30 for June 30th and more shares are wanted for June, July, and August. There are, however, very few sellers in the market and shares have been difficult to get. Great Easterns have shown an improvement, changing hands at \$3.50, \$3.60, and \$3.70 cum the last call of \$1.00.

LOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks continue steady to strong, and small sales have been effected at 253 per cent. prem. for settlements, and at \$252½ cash. Kowloon Wharves after further small sales at \$54½ have improved to \$55½ with sales and close steady at that rate. Wanchais unchanged and without business.

LANDS, HOTELS, AND BUILDINGS.—Lands have changed hands at \$73, closing with small sellers at that. Hotels are enquired for at \$53 and have been done at that rate. West Points and Humphreys unchanged and without business.

MISCELLANEOUS.—Green Islands continue quiet and more or less out of the market. Watsons have changed hands at \$11.75 and at \$11.80 for delivery on the 15th instant.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		[\$357½, sal. & b. prem=
Hongkong & S'hai...	\$125	186 ½
China & Japan, prf.	£5	nominal
Do. ordinary...	£4	nominal
Do. deferred...	£1	£5. 5s.
Natl. Bank of China		
B. Shares	£8	\$18
Founders Shares...	£1	\$18
Bell's Asbestos E. A. ...	£1	nominal
Campbell, Moore & Co.	\$10	\$8
China Sugar	\$100	\$162, sales
Cotton Mills—		
Ewo	Tls. 100	Tls. 100
Hongkong	\$40	\$27½, sellers
International	Tls. 100	Tls. 107, ex div.
Lau Kung Mow	Tls. 100	Tls. 110
Soychee	Tls. 500	Tls. 520
Yahloong	Tls. 100	Tls. 90
Dairy Farm Co.	\$8	\$5½
Fenwick & Co., Geo. ...	\$25	\$30, buyers
Green Island Cement...	\$10	\$27
Do. New Issue	\$2½	\$12½, buyers
H. & China Bakery ...	\$50	\$33
Hongkong & C. Gas ...	£10	\$125
Hongkong Electric ...	\$10	\$9½, sales & sellers
H. H. L. Tramways ...	\$100	\$106, sales
Hongkong Hotel	\$50	\$53, buyers
Hongkong Ice	\$25	\$107, buyers
H. & K. Wharf & G. ...	\$50	\$55, buyers
Hongkong Rope	\$50	\$164, sellers
H. & W. Dock	\$125	252½ p. ct. prem.=
Insurances—		[\$140.62½, s. & sel.
Canton	\$50	\$137½, sellers
China Fire	\$20	\$93, sales & sellers
China Traders'	\$25	\$43, sellers
Hongkong Fire	\$50	\$32½, sellers
North-China	\$25	Tls. 180, ex div. sal.
Straits	\$20	\$11½, sellers [s. & b.
Union	\$50	\$25, sellers
Yangtze	\$60	\$134, sellers
Land and Building—		
H. Land Investment...	\$50	\$73, sellers
Humphreys Estate...	\$10	\$3½, sales & sellers
Kowloon Land & B. ...	\$30	\$17, sellers
West Point Building	\$40	\$21, sellers
Luzon Sugar	\$100	\$10, sales & buyers
Mining—		
Charbonnages	Fce. 500	\$130, sellers
Great E. & O'donian	\$5	\$5½, sales
Do. Do.	\$2½	\$3.70, sellers
Jebebu	\$5	\$1.75, buyers
New Balmoral	\$1	\$1, sellers
Do. Preference ...	\$1	\$1, sellers
Oliver's Mines, A. ...	\$5	\$18, sellers
Do. B.	\$2½	\$5½, sales & sellers
Punjom	\$5	\$5½, sales & buyers
Do. Preference...	\$1	\$1.70, sellers
Raub	14s. 10d.	\$30, sellers
New Amoy Dock	\$10	\$18, sellers
Steamship Co.—		
China and Manila...	\$50	\$18, sellers
China Mutual Ord...	£10	£7 10s., buyers
Do. Preference ...	£10	£5 5s. buyers
Do. Do.	£5	£2 12s. 6d., buyers
Douglas S. S. Co. ...	\$50	\$58, sales
H. Canton and M. ...	\$15	\$26½, sellers
Indo-China S. N.	£10	\$32½, sales
Tebrau Planting Co. ...	\$5	\$5, sellers
Do.	\$2	\$3, sellers
United Asbestos	\$2	\$1.40, buyers
Do.	\$10	\$10, nominal
Wanchai Warehouse Co.	\$37½	\$41
Watson & Co., A. S. ...	\$10	\$11½, sal. & sellers

J. V. Y. VERNON, broker.

SHANGHAI, 2nd May.—(From Messrs. J. P. Bisset & Co.'s Report)—Business has been dull during the week, caused largely by the tightness of money both here and in Hongkong. Banks, Hongkong and Shanghai Banking Corporation.—The only business reported is a sale at 19½ per cent. premium. Marine Insurance.—China Traders' Insurance shares changed hands at \$66. In Hongkong shares are offering at \$63. North China shares were placed at Tls. 182 ex dividend of Tls. 20 paid on the 29th ultimo. Straits Insurance shares are offering at \$12. Fire Insurance.—There is no business to report. Shipping.—Indo-China S. N. shares have been placed to Hongkong at \$6 and \$6½, and are now wanted at \$62. Local business has been done as Tls. 45 cash and Tls. 47.50 for the 31st July. There are buyers at the close. Sugar Companies.—Perak Sugar Cultivation shares were placed at Tls. 36, and are offering at the same price. China Sugar Refining shares were sold to Hongkong at

\$161, and changed hands locally at \$162.50. Docks, Wharves and Godowns.—Shanghai Engineering Dock shares were sold at Tls. 75 and Tls. 70, and are wanted. A sale of Shanghai and Hongkong Wharf shares is reported at Tls. 118. Lands.—Shanghai Land Investment shares have been sold at Tls. 89.50, and a few more are offering at the same price. Industrial.—International Cotton Mill shares were sold for the settlement at Tls. 110. Laon-Kung-Mow shares were placed at Tls. 100. Shanghai Ice shares changed hands at Tls. 117. China Flour Mill Shares were sold at Tls. 58 cash, cum the new issue, and at Tls. 60 for the 30th June, ex the new issue of shares. The paid-up Capital of the Company is now increased to 4,000 shares of Tls. 50 each. Miscellaneous.—Shanghai Waterworks shares have been sold, and are wanted, at Tls. 294. Shanghai-Langkai Tobacco shares were placed at Tls. 230 to Tls. 230 cash. Hall and Holtz shares changed hands at \$40 ex div. Central Stores shares were placed at \$10 and \$11. Loans.—In Debentures, business was done as follows:—Land Investment Company's 6 per cent. at Tls. 102, and 5.50 per cent. at Tls. 98, and Waterworks 6 per cent. at Tls. 101, plus the accrued interest in all cases.

Quotations are:—

BANKS.

Hongkong and Shanghai.—\$362.50.
Bank of China and Japan, defd.—£5.50.
Do. ordinary.—Nominal.
National Bank of China, Ltd.—\$18.50.
COTTON MILLS,
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 101.00.
Hongkong Cotton S. W. & D. Co.—28.00.
International Cotton Man. Co., Ltd.—Tls. 110.00.
Laon-kung-mow Cotton Co., Ltd.—Tls. 100.00.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 520.00.
DOCKS, WHARVES, &c.,
Ryde & Co., Ltd., Founders.—N. minal.
Boyle & Co., Limited.—Tls. 197.50.
Hongkong and Kowloon Wharf Company.—\$17.
Hongkong and Whampoa Dock Co., Ltd.—\$45.62
S. C. Farnham & Co.—Tls. 173.00.
Shanghai Engineering S. & D. Co.—Tls. 75.00.
Shanghai & Hongkong Wharf Co.—Tls. 118.00.
INSURANCES,
Canton Insurance Office, Ltd.—\$137.50.
China Fire Insurance Co., Ltd.—\$99.
China Traders' Insurance Co., Ltd.—\$66.
Hongkong Fire Insurance Co., Ltd.—\$335.
North China Insurance Co., Ltd.—Tls. 182.00.
Straits Insurance Co., Ltd.—\$12.
Union Insurance Society of Canton, Ltd.—\$225.
Yangtze Insurance Assocn., Ltd.—\$134.
LANDS,
Hongkong Land Invest. & A. Co., Ltd.—\$74.
Humphreys Estate and Finance Co., Ltd.—\$84.
Shanghai Land Invest. Co. (fully pd.)—Tls. 89.50.
MINING,
Punjom Mining Co., Ltd.—\$5.50.
Punjom Mining Co., Ltd., pref. shares.—\$1.80.
Raub Australian Gold Mining Co., Ltd.—\$28½.
Sheridan Consolidated Co.—Tls. 2.50.

SHIPPING.

China-Mutual preference.—Tls. 60.00.
Do. ordinary, £3 paid.—Tls. 20.
Co-operative Cargo Boat Co.—Tls. 160.00.
Douglas Steamship Co., Ltd.—\$59.
Hongkong, Canton and Macao.—\$27.
Indo-China Steam N. Co., Ltd.—Tls. 45.00.
Shanghai Cargo Boat Co.—Tls. 150.00.
Shanghai Tugboat Co., Ltd.—Tls. 210.00.
Taku Tug & Lighter Co., Ltd.—Tls. 110.00.

SUGAR.

China Sugar Refining Co., Ltd.—\$162.50.
Luzon Sugar Refining Co., Ltd.—\$36.
Perak Sugar Cultivation Co., Ltd.—Tls. 36.00.

MISCELLANEOUS.

American Cigarette Co.—Tls. 94.00.
Central Stores, Ltd.—\$11.00.
China Flour Mills Co.—Tls. 58.00.
Hall & Holtz, Ltd.—\$40.00.
Llewellyn & Co., J., Limited.—\$60.00.
Major Brothers, Limited.—Tls. 35.00.
Shanghai Feather Cleaning Co.—Tls. 500.00.
Shanghai Gas Co.—Tls. 215.00.
Shanghai Horse Bazaar Co., Ltd.—Tls. 69.00.
Shanghai Ice Company.—Tls. 117.00.
Shanghai Langkat Tobacco Co., Ltd.—Tls. 280.00.
Do. New Issue.—Nominal.
Shanghai Rice Mills Co.—Tls. 30.00.
Shanghai Sumatra Tobacco Co.—Tls. 85.00.
Shanghai Waterworks Co., Ltd.—Tls. 294.00.
Watson Co., A. S., Limited.—\$12.

EXCHANGE.

FRIDAY, 6th May.

ON LONDON.—

Telegraphic Transfer1/10
Bank Bills, on demand1/10½
Bank Bills, at 30 days' sight1/10½

Bank Bills, at 4 months' sight1/10½
Credits, at 4 months' sight1/10½
Documentary Bills, 4 months' sight 1/10½
On PARIS.—
Bank Bills, on demand2.32½
Credits, at 4 months' sight2.37
ON GERMANY.—
On demand1.88
ON NEW YORK.—
Bank Bills, on demand44½
Credits, 60 days' sight45½
ON BOMBAY.—
Telegraphic Transfer138
Bank, on demand139
ON CALCUTTA.—
Telegraphic Transfer138
Bank, on demand139
ON SHANGHAI.—
Bank, at sight74½
Private, 30 days' sight74½
ON YOKOHAMA.—
On demand8½ % pm.
ON MANILA.—
On demand1½ % pm.
ON SINGAPORE.—
On demand1½ % pm.
SOVEREIGNS Bank's Buying Rate10.72
GOLD LEAF, 100 fine, per tael56.50

TONNAGE.

SHANGHAI, 2nd May (from Messrs. Wheelock & Co.'s report).—We have no particular improvement to report in the quantity of cargo going homewards from here. London steamers seem to have fared slightly better, while for New York shippers apparently satisfied their demand for tonnage by the recent departure, very little freight being obtainable for the next vessel. The supply of "Sail" tonnage usual at this time of year has been conspicuous by its absence, there being little or no enquiry for same. Coastwise.—Steamers seem to be satisfactorily fixed for some time forward and consequently little demand exists. From Hongkong to Japan rates are weak, though a better feeling is anticipated at an early date. From Japan coal rates are strong, \$2.25 from Nagasaki having been paid and this we quote from Moji also. For London via Suez.—Rates have been increased 5s. all round, but in our quotations given below we have only corrected that on tea, other changes not coming into force until the 21st May. For New York via Pacific.—Rates have again been raised, though there is not much freight offering. Rates of freight are:—London, by Conference Lines, general cargo 35s.; waste silk 37s. 6d.; tea 45s.; Northern Continental ports, by Conference Lines, general cargo 35s.; waste silk 37s. 6d.; tea 45s.; New York via London, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 52s. 6d.; Baltimore via London, by Conference Lines, general cargo 41s. 6d.; waste silk 50s.; tea 57s. 6d.; Königsberg via London, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 52s. 6d.; Manchester, by Conference Lines, general cargo 47s. 6d.; waste silk 59s.; tea 57s. 6d.; Liverpool, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 52s. 6d.; Hamburg, by Conference Lines, general cargo 35s.; waste silk 37s. 6d.; tea 45s. Above rates are subject to a deferred rebate, as per Conference circular. Havre, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 40s. 6d. net; Genoa, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 40s. 6d. net; Marseilles, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 40s. 6d. net. 35s. per ton of 20 cwt. for above three ports. New York, by sail, 19s. nominal. New York via Pacific, 1½ gold cents per lb. tea, 6 cents per lb. silk, \$10 per ton strawbraid. New York via Suez, 27s. 6d. per ton tea and general cargo, 10s. extra for Turmeric. Boston, 35s. per ton tea and general cargo; 10s. extra for Turmeric. Philadelphia, 35s. per ton tea and general cargo; 10s. extra for Turmeric. Coast rates.—Moji to Shanghai \$2.25 per ton coal; Nagasaki to Shanghai \$2.25 per ton coal; Newchwang to Kobe 33 sen; Newchwang to Swatow 35 cents; Newchwang to Canton 40 cents; Wuhu to Canton 25 cents.

VESSELS ON THE BERTH.

For LONDON.—Coromandel (str.), Mmelaus (str.), Antenor (str.), Formosa (str.), Andalusia (str.).
For SAN FRANCISCO.—Peru (str.), Imberhorne, Belgic (str.).
For NEW YORK.—Energia (str.), Queen Margaret (str.), St. David.
For VANCOUVER.—Empress of Japan (str.).
For BREMEN.—Prussen (str.).
For PORTLAND.—Braemar (str.).
For AUSTRALIA.—Australian (str.).
For MARSEILLES.—Salazie (str.).
For VICTORIA.—Victoria (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

April—ARRIVALS.

- 29, Hyson, British str., from Liverpool.
 29, Belgic, British str., from San Francisco.
 29, Changsha, British str., from Kobe.
 30, Chowfa, British str., from Bangkok.
 30, Terrier, Norw. str., from Amoy.
 30, Memnon, British str., from Sandakan.
 30, Lyeemoon, German str., from Shanghai.
 30, Daphne, German str., from Nagasaki.
 30, Kachidate Maru, Jap. str., from K'notzu.
 30, Pathan, British str., from Saigon.

May—

- 1, Broad Mayne, British str., from Paukalan.
 1, Menelaus, British str., from Shanghai.
 1, Nanchang, British str., from Tientsin.
 1, Victoria, British str., from Tacoma.
 1, Wosang, British str., from Hongay.
 1, Fushun, Chinese str., from Canton.
 1, Kweiyang, British str., from Canton.
 1, Chunsang, British str., from Saigon.
 2, Queen Adelaide, British str., from Moji.
 2, Wingsang, British str., from Canton.
 2, Catherine Apcar, Brit. str., from Calcutta.
 2, Glenfalloch, British str., from Singapore.
 2, Malacca, British str., from London.
 2, Whampoa, British str., from Saigon.
 2, Palinurus, British str., from Amoy.
 2, Pronto, German str., from Kobe.
 3, Kaifong, British str., from Canton.
 3, Loyal, German str., from Moji.
 3, Taiwan Maru, Japanese str., from Moji.
 3, Adria, German str., from Hamburg.
 3, Benvorlich, British str., from Saigon.
 3, Choysang, British str., from Shanghai.
 3, Glenavon, British str., from Moji.
 3, Hailoong, British str., from Tamsui.
 3, Manila, British str., from Yokohama.
 3, Keongwai, British str., from Bangkok.
 3, Mathilde, German str., from Haiphong.
 3, Sabine Rickmers, Brit. str., from Swatow.
 3, Preussen, German str., from Bremen.
 4, Bygdo, Norwegian str., from Bangkok.
 4, Doñar, German str., from Kutchinotzu.
 4, Lyeemoon, German str., from Canton.
 4, Humber, British storeship, from Shanghai.
 4, Myrmidon, British str., from Liverpool.
 4, Niobe, German str., from Hamburg.
 4, Orange Prince, British str., from Sumatra.
 4, Great Admiral, Amr. ship, from Manila.
 4, Haimun, British str., from Tamsui.
 4, Bonaventure, British cr., from Singapore.
 5, Thales, British str., from Coast Ports.
 5, Min, British str., from Bangkok.
 5, Ask, Danish str., from Haiphong.
 5, Avala, British str., from Saigon.
 5, Hongkong, French str., from Haiphong.
 5, Wilhelmina, Dutch str., from Cardiff.
 5, Shini Maru, Jap. str., from Mororan.
 5, R. R. Thomas, Amr. ship, from Manila.
 5, Chiyuen, Chinese str., from Canton.
 5, Salazie, French str., from Shanghai.
 5, Benvenue, British str., from Saigon.
 6, Swift, British g-bt., from Borneo.
 6, Choysang, British str., from Canton.
 6, Nanchang, British str., from Canton.
 6, Ariake Maru, Jap. str., from K'chinotzu.
 6, Chiswick, British str., from Saigon.
 6, Clara, German str., from Haiphong.
 6, Hailan, French str., from Pakhoi.
 6, Tsiumph, German str., from Pakhoi.

April—DEPARTURES.

- 30, Claron, British str., for Bangkok.
 30, Triumph, German str., for Hoihow.
 30, Verona, British str., for Europe, &c.
 30, China, Hawaiian str., for San Francisco.
 30, Lennox, British str., for Singapore.
 30, Takao Maru, Jap. str., for Saigon.
 30, Hanoi, French str., for Haiphong.
 30, Kagoshima Maru, Jap. str., for Bombay.
 30, Kutsang, British str., for Calcutta.
 30, Martha, German str., for Saigon.

May—

- 1, Bellerophon, British str., for Amoy.
 1, China, German str., for Saigon.
 1, Formosa, British str., for Amoy.
 1, Frøjr, Danish str., for Hoihow.
 1, Glenogle, British str., for Shanghai.
 1, Haitan, British str., for Swatow.
 1, Ingraban, German str., for Yokohama.
 1, Lyeemoon, German str., for Canton.

- 1, Rosetta, British str., for Yokohama.
 1, Sabine Rickmers, German str., for Swatow.
 1, Taicheong, German str., for Swatow.
 1, Edgar, British cruiser, for Singapore.
 2, Nanchang, British str., for Canton.
 2, Swatow, German str., for Shanghai.
 2, Baron Douglas, British str., for Bangkok.
 2, China, German str., for Saigon.
 2, Isis, British str., for Chefoo.
 2, Whampoa, British str., for Yokohama.
 3, Hounslow, British str., for Yokohama.
 3, Choysang, British str., for Canton.
 3, Fushun, Chinese str., for Shanghai.
 3, Glenearn, British str., for Saigon.
 3, Hyson, British str., for Shanghai.
 3, Kweiyang, British str., for Chefoo.
 3, Malacca, British str., for Shanghai.
 3, Menelaus, British str., for London.
 3, Wingsang, British str., for Amoy.
 4, Aldershot, British str., for Hongay.
 4, Changsha, British str., for Australia.
 4, Glenfalloch, British str., for Swatow.
 4, Pronto, German str., for Tournon.
 4, Siam, British str., for Swatow.
 4, Terrier, Norw. str., for Nagasaki.
 4, Broad Mayne, British str., for Aroe Bay.
 4, Dewawongse, British str., for Bangkok.
 4, Kachidate Maru, Jap. str., for K'notzu.
 4, Memnon, British str., for Sandakan.
 4, Wosang, British str., for Hongay.
 4, Immortalite, British cruiser, for Manila.
 5, Adria, German str., for Shanghai.
 5, Dante, German str., for Saigon.
 5, Daphne, German str., for Nagasaki.
 5, Hailoong, British str., for Swatow.
 5, Morven, British str., for Rangoon.
 5, Sabine Rickmers, British str., for Bangkok.
 5, Activ, Norw. str., for Hongay.
 5, Benlawers, British str., for Nagasaki.
 5, Hohenzollern, Ger. str., for Yokohama.
 5, Kaifong, British str., for Tamsui.
 5, Lyeemoon, German str., for Shanghai.
 5, Oceana, German str., for Yokohama.
 5, Preussen, German str., for Shanghai.
 6, Chowfa, British str., for Bangkok.
 6, Manila, British str., for London.
 6, Myrmidon, British str., for Shanghai.
 6, Palinurus, British str., for Yokohama.
 6, Queen Adelaide, British str., for Bangkok.
 6, Rainbow, British cruiser, for Singapore.

PASSENGER LIST.

ARRIVED.

Per *Tamba Maru*, from Shimonoseki, Mrs. Nobles and 3 children.

Per *Formosa*, from Coast Ports, Mr. and Mrs. Ohly and Rev. A. Veony.

Per *Wingsang*, from Shanghai, &c., Mr. and Mrs. Katz and child, Mrs. Forbes, Capt. Blackburn, Sergt. Brazier, and Mr. Linklater.

Per *Changsha*, from Kobe, &c., Messrs. Want, Cummings and Buxton.

Per *Memnon*, from Sandakan, &c., Rev. and Mrs. Elton, Mr. Greig, Mrs. Winterburn, and Mr. Hamilton.

Per *Lyeemoon*, from Shanghai, Messrs. N. Tonningsen and A. Stewart.

Per *Belgie*, from San Francisco, &c., Miss J. Haste, Mrs. Adam Grant, Mrs. J. M. Shotwell, Mrs. E. T. Osborn, Mrs. H. George, Miss Bell, Messrs. M. Bell, M. Lamadrid, A. Lamadrid, A. C. Bryer, C. Broderson, N. F. Smith, J. H. Sorzano, G. Latenlade, W. R. Maiuwaring, F. de Rutzen, and W. Danby.

Per *Catherine Apcar*, from Calcutta, &c., Messrs. Baikie Turnbull, Caldwell Coppinger, Johnstone, Gillsom, Henderson, Butcher, McGrath, Berkuyzen, and Mrs. Trafford and infant.

Per *Malacca*, from London, Earl of Orford, Countess of Orford, Mr. and Mrs. Francis Tayler, Mr. A. S. Knights, Miss F. V. Dening, Miss Finch, Messrs. J. Newman, H. Hunting, and J. Hilario.

Per *Adria*, from Hamburg, &c., Mr. Tilliers.

Per *Hailoong*, from Tamsui, &c., Mrs. Haesloop and child, and Mr. Harms.

Per *Choysang*, from Shanghai, &c., Mr. and Mrs. Partizipios and child, and Mr. Cholonoky.

Per *Preussen*, from Bremen, &c., Mr. E. Harold Low, Mr. and Mrs. Iffland, Messrs. Henry Baehr, J. Baltzer and family, Marine Eng. Abb. Rogge, Messrs. G. Bernhard, P. Pfeiffer, H. J. Witsen Elias, C. Koch, Mrs. Capt. Möl-

ler, Miss G. Stornbrinck, Mr. C. H. Gale, Mr. and Mrs. Brand and family, Messrs. Finger, C. Ranlein, O. Lord, Rev. A. R. Fuller, Messrs. R. Henderson and W. Prange.

Per *Myrmidon*, from Liverpool, Mr. Smith.

Per *Niobe*, from Hamburg, &c., Capt. Holger, Mrs. Nyson and child, Mr. and Mrs. Nohara.

Per *Thales*, from Coast Ports, Messrs. Orange and Figerado.

DEPARTED.

Per *China*, for Shanghai, Mr. H. W. Roberts, Miss Taylor; for Nagasaki, Messrs. Leong E. Lan and Wong Sak Wan; for Kobe, Mr. Ralph Phelps, Jr., Mrs. Wood and child; for Yokohama, Miss Lesser, Miss Price, Mr. S. W. Mitchell, Capt. A. Hamilton, Mr. A. G. Stokes, Prof. Hamilton Sharp, Mr. E. Michalls, and Mr. Sam Sing; for Honolulu, Miss Irwin, Miss Halstead, and Mr. Pack Tong Hing; for San Francisco, Mrs. E. Harrison, Mrs. S. M. Passmore, Miss Morrow, Mrs. Lee B. Lok, Mr. Eng Hook Fong, Mr. Wong Lim Cho, Mrs. Ty Hee, Mr. S. B. McNear, Mr. Hip Loong, Mrs. Wong Hing, Miss Mooi Tsoi, Messrs. Kwong Poi Hing and Lin Chuk; for London, Mr. F. B. L. Bowley, and Mr. E. B. Wattenhall.

Per *Verona*, from Hongkong for Singapore, Messrs. C. Demée, T. Collaco, and J. R. Hall; for Marseilles, Mr. E. Brockmann; for Brindisi, Mr. F. Grafton; for London, Mrs. Summer and child, and Mr. Belt; from Yokohama for Bombay, Messrs. M. K. Tarapurwala and E. K. Tarapurwala; for London, Mrs. and Miss Dare; from Kobe for Bombay, Mrs. Wilson and 3 children; for London, Mr. E. B. Forman; from Shanghai for Brindisi, Messrs. W. Reiber and W. Tratman; for London, Mr. G. Jamieson, Misses Jamieson (2), Mr. F. W. Heald, Rev. and Mrs. Hunt and 2 children, Mr. W. G. Harling, and Mrs. Smith.

Per *Bengal*, for Shanghai from Hongkong, Mrs. and Miss Tennant, Mrs. Walker, Mrs. Piercy, Masters J. E. and A. Piercy, Mr. J. F. Leon, Mrs. Lubeck and 2 children, Messrs. Stone and J. M. Ferreiro; from Colombo, Messrs. Wereschagen and Natsno; from Bombay, Miss Taylor, Mr. and Mrs. Schroter and child; from London, Dr. Smith, Mr. MacDonald, Mr. and Mrs. Pearce and child, Mr. and Mrs. Price and child, Mr. J. Adamson, Mrs. Horricks and child, and Mr. T. H. Browne.

Per *Kosetta*, from Hongkong for Kobe, Mr. J. Makushita, and Capt. Stuart Wortley; for Yokohama from London, Messrs. C. Hayes, C. Campbell, J. Hart, G. B. Clark, Misses Hogg, and Mr. G. Mudge; from Gibraltar, Mr. F. Mark; from Brindisi, Mr. C. G. Carozzi; from Bombay, Mrs. Ross Redding; from Colombo, Messrs. W. R. Roberts and H. C. Field; from Singapore, Lt.-Col. Ross, Capt. Lock, Messrs. R. H. Rovitz and E. B. Hunt.

Per *Hyson*, for Shanghai, Messrs. G. Horn and C. T. Spencer.

Per *Changsha*, for Townsville, Mr. Shillito; for Sydney, Mrs. Fraser Clark and child; Messrs. Buxton and Want.

Per *Preussen*, for Shanghai from Bremen, Mr. S. Windmuller, Mr. and Mrs. Hagemeyer, Messrs. Leppert, Carl Pichardt, and Manschauffsen; from Antwerp, Mr. J. Halleaux; from Southampton, Mrs. W. H. Souding, Mrs. L. C. Herbitt, Mrs. and Miss Freemann, Messrs. Reay and Loder; from Genoa, Messrs. Wunsche, G. Toppe, H. J. Chance, G. C. Beard, Rose Fehr, Goldmann, Ensinger, Groomsch, Marker, Liént, Hoppe, Liént, Teeling, Miss E. Reingert, Messrs. Westburg, Rappelhoff, Pelzer, and G. Ricker; from Naples, Mr. and Mrs. Morsel, Miss Morsel, and Mr. Penzig; from Hongkong, Mrs. A. M. Sherwood, Mrs. E. Holliday, Messrs. C. H. B. Caldwell, A. C. Coppinger, H. Naphtaty, P. Pfeiffer, H. J. Wilsen Elias, E. Finger, R. H. Steward, Mr. and Mrs. Duber.

Per *Hohenzollern*, for Yokohama from Genoa, Mr. Baehr, Mr. and Mrs. Baltzer and children, Mr. O. Lord; from Antwerp, Miss G. Stormblich; from Hongkong, Messrs. W. Johnston, G. Gillson, H. A. D. Simpson Beaker, E. Schullembach, A. Helmann, and Mrs. Trafford and child; for Nagasaki from Singapore, Miss H. Oikoko, Miss Oemasa, Miss Nagatasich.

Per *Lyeemoon*, for Shanghai, Messrs. Holger and Komstorn, and Mrs. Hyson and child.

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CONTENTS.

Epitome of the Week, &c.	377
Leading Articles:—	
The Future of the Philippines	373
The Cause of the Spanish Defeat at Cavite.....	378
The Peking Government and the Anti-Foreign	
Riot at Shashi.....	378
Changing the Chinese Capital	379
The Insanitary Properties Commission Report.....	379
The Golf Club's Lease of Deep Water Bay.....	380
The Pacific Cable Scheme	380
An American Journal on British Policy in China.....	381
Supreme Court	382
Anti-Foreign Riot at Shashi	382
The Naval Battle off Manila	382
Shocking Murder of a Portuguese.....	386
Hongkong Sanitary Board	386
The Plague	389
The Water Supply	389
The Death of Sister Gertrude	389
Launch of a Siamese Cruiser at Kowloon	389
Royal Hongkong Yacht Club	390
The Royal Hongkong Golf Club	390
Correspondence	390
The steamer <i>Peiyang</i> on Fire	390
Japan and China	391
The Bennett Case Settled	391
The Career of a Chinese Official	391
South Formosa	391
Hongkong and Port News	392
Commercial	393
Shipping	396

BIRTH.

At 49, Broadway, Shanghai, on the 3rd May, the wife of H. S. Cox, of a son.

MARRIAGES.

At the Trinity Cathedral, Shanghai, on the 5th May, by the Rev. A. Elwin, MARY, only daughter of Robert MACDONALD, Newcastle-on-Tyne, England, to DAVID, eldest son of David ARNOTT, Barrow-in-Furness, England.

At the Trinity Cathedral, Shanghai, on the 7th May, by the Rev. H. C. Hodges, JAMES REYNOLDS, to LILLIAN FLORENCE, only daughter of the late THOMAS SAUNDERS, Winchester, England.

ARRIVALS OF MAILS.

The French mail of the 8th April arrived, per M. M. steamer *Yarra*, on the 10th May (32 days); the American mail of the 12th April arrived, per P. M. steamer *Peru*, on the 11th May (29 days); the Canadian mail of the 20th April arrived, per C. P. steamer *Empress of Japan*, on the 12th May (22 days); and the English mail of the 15th April arrived, per P. & O. steamer *Parramatta*, on the 13th May (28 days).

EPITOME OF THE WEEK.

Viceroy Chang Chih-tung was to start for the metropolis on the 8th April.

The report that the U.S. Government contemplates imposing 10 cents duty on tea is said to be unfounded.

At Shanghai the prospectus has been published of the Shanghai-Hongkong Building, Loan, and Investment Co., Limited.

The *Echo de Chine* mentions the receipt of telegraphic advice from Kwaiyün, Kwangsi, of the murder of Père Bertholet by Chinese bandits.

The Chinese merchants of Nagasaki have presented a petition to the Chinese Minister at Tokyo urging him to use his influence for the establishment of the Geneva Red Cross Society in China.

The British Minister, Sir Claude Macdonald, arrived at Chefoo on the 6th May. It was reported that His Excellency was going to Weihaiwei.

Mr. G. F. Müller, Acting Commissioner of Customs at Pakhoi, has been appointed Commissioner, and goes to Foochow to replace Mr. H. Edgar, who goes home on leave.—*N. C. Daily News*.

A private letter just received from Yatung in Tibet says that the Tibetans declare that they have heard nothing of the capture and maltreatment of Mr. H. Savage Landor, and say he must have fallen into the hands of a wandering tribe.—*N. C. Daily News*.

Sir Charles Mitchell, Governor of the Straits Settlements, and Lady Mitchell were entertained at the British Legation at Tokyo on the evening of the 25th April, when Marquis Ito and all the other Ministers were present. Sir Charles and Lady Mitchell were invited by the Emperor and Empress to the Cherry Blossom Party at the Hama Palace on the 28th.

The Japanese Statutory and Conventional Tariffs, which were expected to be put into operation in October next, will, the *Chinzei*, says, not come into force this year, owing to the delay in the ratification of the treaty between Japan and Austria-Hungary. The authorities are, however, incuned to enforce the Tariffs on the 1st January, 1899.

A lamentable accident occurred recently at the Fang-shan colliery, by which some forty men lost their lives, the mine being suddenly flooded by the bursting of the river's bank, and forty miners being drowned before any rescue could be effected. Three men who had only a few minutes before gone to the surface to relight their lamps, escaped.—*Peking and Tientsin Times*.

On board the P. and O. steamer *Bengal* lying at the Associated Wharves at Shanghai on the 5th April one of the crew, a Goanese, was taken ill with a disease suspected to be plague. The man was at once removed to the temporary floating hospital off the quarantine station, awaiting the development of symptoms. The vessel was moved down below the shipping, other suspicious cases being on board.

Our Wuhu correspondent informs us that Mr. Gervase Cook arrived there on the 1st inst. to obtain assistance, the Kulingsan mines having been attacked on the previous night by a mob of some 200 men. They took possession of some of the shafts and on the following morning attacked the works. Mr. Cook defended them for some time but eventually had to evacuate them and go to Ningku for assistance. He was to leave on the 2nd with some officials and a number of men for the mines.—*N. C. Daily News*.

A triumphal arch has been erected at Mu Chia Pu, Peking, to welcome Prince Henry. The Emperor will give a banquet to the Prince in the Summer Palace. Grand Secretary Li Hung-chang and Vice-President Chang Yin-shün have been ordered to attend upon the Royal guest at the entertainment. Grand Secretary Chu recommends and suggests to the throne that as Chang Chih-tung had once received and entertained the Czar of Russia with propriety he might be consulted on this visit of Prince Henry.—*Mercury*.

The *N. C. Daily News* of the 10th May says:—Yesterday the German military instructors at Woosung, who, as has been already announced, have terminated their contracts with the Chinese Government, were entertained at tiffin by Shen Tungbo, the civil commander of the forts. General Li, who has now assumed command of the troops at Woosung, was also present, the proceedings being of the most cordial character. The instructors leave for home on the 15th instant.

Referring to a suggestion that the Chinese Court might be removed from Peking to Hsianfu in Shensi the *N. C. Daily News* says:—There is a story current that the Empress Dowager has an immense private store of bullion at Peking, which is annually increased under the will of her late husband Hien Feng; that it is this treasure which makes her such a power in the Empire; that she is beginning to be afraid that the Russians will come down to Peking and carry off her hoard; and that she is accordingly preparing to transfer it to Hsianfu. What we know from independent testimony is that the road from Peking via Paotingfu to Hsianfu is guarded by detachments of soldiers posted the whole distance at intervals of about twenty miles, the whole being under the command of the conqueror of the Mahomedans in Kansu, General Tung Fu-hsiang.

The American despatch boat *Hugh McCulloch* arrived from Manila on the 7th May and brought news of the complete destruction of the Spanish fleet in Cavite Bay. The American fleet arrived off Corregidor at 1 a.m. on the 1st inst., and met with but slight opposition from the forts there, which only fired three rounds. At 5 a.m. the Spanish fleet was discovered lying in Cavite Bay and the Americans steaming past in line ahead poured in their broadsides, and turning repeated the operation several times, until the Spanish fleet, numbering in all fourteen vessels large and small, was completely destroyed. The Americans testify to the bravery of the Spaniards, but their firing was wild and practically no damage was done to the Americans, who had not a single man killed. The Spanish loss in killed and wounded was estimated at about a thousand. The Arsenal at Cavite was destroyed. With regard to Manila the American Commander-in-Chief requested further instructions from his Government and in the meantime a truce was arranged, the Americans undertaking not to fire upon the city if the forts remained silent. The cable was cut by the Americans to prevent its use by the Spaniards. The *Hugh McCulloch* left Hongkong again on the 8th and is understood to have conveyed despatches received by cablegram from Washington instructing the Commander-in-Chief to use his own discretion with respect to Manila. The latest intelligence received is to the effect that there was a strong Anti-British feeling amongst the Spaniards, who suspected that an Englishman had acted as pilot for the American fleet. Some uneasiness was felt on that account and it was also thought that the soldiers, who have received no pay for some time, might become disorderly. Commodore Dewey has been the recipient of numerous congratulatory telegrams and he has been promoted to the rank of Rear-Admiral and thanked by Congress. A Renter's telegram states that five thousand troops are being despatched from San Francisco for Manila.

THE FUTURE OF THE PHILIPPINES.

I.

The statement made by the New York correspondent of the *Times*, to the effect that President McKINLEY has determined to retain the Philippines until the close of the war, when if Spain fails to pay an indemnity the islands will be sold to a European Power, preferably to Great Britain, is interesting if correct. Even if Spain were able to raise the indemnity it is doubtful whether she would be able to re-establish her power in the islands or to make her occupation permanent. Her decadence indeed would seem to have been far more thorough than was ever suspected; her collapse has been more complete than that of China when Japan pricked the bubble of her vainglorious boastfulness. In Cuba Spain has fought on for years, employing her whole strength and lavishing lives and money with equal prodigality in a vain attempt to suppress rebellion. In the Philippines, after a long series of operations against the insurgents which certainly brought no credit to the Royal forces, she was constrained to make the attempt to buy up the rebel leaders. That expedient would seem to have failed also, even had not the quarrel with the United States intervened to divert attention, and none but a consciously weak and venal administration would ever have thought of attempting to check rebellion by such means.

The future fate of this fine group of islands is a matter of the highest interest. The islands are fair to see, they are possessed of large and varied resources, they contain an interesting and intelligent population—not, however, equal to the burden of self-government—and there is already a great and growing trade with Europe and the East. If the Spaniards were able to raise the indemnity demanded, they could not give a guarantee against a renewal of internecine warfare. The Filipinos, after a taste of liberal government under the Stars and Stripes, would not be content to submit to a renewal of priestly tyranny and the re-imposition of heavy duties and galling restrictions on trade. If, therefore, a condition of chronic discontent and open rebellion in the Philippines is what the Spaniards have to look forward to in the future will they care so greatly to be cumbered with a possession which could only be a drain upon their resources? Events may therefore possibly make for the occupation of the islands by another Power able to preserve order, develop trade, and afford all comers a welcome on equal terms. Under such circumstances, and with general consent, perhaps Great Britain, whose commercial interests in the islands are preponderant, might be induced to take over the administration. The rule of no other Power has anything like an equal claim to be established in command there; and probably under no other administration would trade make such progress or the resources of the group become so rapidly developed.

II.

Reuter reports what in its condensed form appears rather an enigmatical utterance on the part of the *Times*, namely, that an occupation by the United States is the best temporary solution of the Philippine question, and that Great Britain is unable to regard French, Russian, and German acquisition with indifference. The inference is that following upon Mr. MACKINLEY's suggestion of a possible sale of the Philippine

Islands to a European Power, preferably Great Britain, the newspapers of France, Germany, and Russia have commenced a campaign for the acquisition of the islands by those Powers, with the object of keeping England out. Whether they would propose to place the government under the joint control of the Powers named or to divide the islands up it is impossible to surmise, but it would seem not unlikely that the Philippine question may lead to complications as difficult and delicate as the recent China question, which almost gave rise to a great European war. From our American mail news we learn that as long ago as the beginning of last month the *Deutsche Zeitung*, an organ of the German Conservative party, had suggested that Germany should get something for herself out of the struggle between Spain and America, and had mentioned Samoa and one of the Spanish West Indian Islands. At that time the Philippine question had not loomed so largely into view and it was probably not anticipated that the islands would so easily fall to America as has actually been the case. America is placed in rather an embarrassing position in the matter, because she does not want the islands herself, and yet, having overthrown the existing government, she is morally responsible for carrying on the administration until some other form of government is ready to take its place. If she has a multiplicity of European claimants, each objecting to the islands being given to anyone but themselves, she will have a difficult task to decide between them, and may not be at liberty to follow entirely her own inclinations in the matter. Of one thing we may be sure, however, namely, that whatever the settlement that may ultimately be adopted, America will insist upon the full application of the doctrine of the open door, and in that she would be supported by Great Britain, whether the latter acquired the islands for herself or not. A British occupation would be the most satisfactory solution, both from a political point of view and as favouring the material development of the islands, but Great Britain, we take it, would not be prepared to fight Europe on the subject unless her existing trading interests were directly threatened. Japan will also claim to have a voice in the settlement, and would naturally oppose a French, German, or Russian occupation. Possibly the establishment of a native administration with some form of joint foreign control and the application of the principle of exterritoriality may be found the only possible solution short of deciding the right of possession by war. It is true that joint controls generally prove a source of inconvenience and friction, and are in themselves undesirable, but they must be accepted where nothing better can be obtained. It will be remembered that some years ago Germany took possession of the Caroline Islands, to the east of the Philippines, but on Spain claiming a right of prior possession the dispute was arbitrated upon by the Pope, whose finding was in favour of Spain, whereupon Germany retired. Now that the Spanish Colonial Empire is breaking up Germany may fairly claim to have a voice in the disposition of the Carolines, on the strength of her old claim, and her commercial interests in the Philippines entitle her, like ourselves, to be heard on the subject of their future government. Neither Russia nor France, however, have any interests in the islands, and if a joint control be established it should be confined to the United States, Great Britain, and Germany.

THE CAUSE OF THE SPANISH DEFEAT AT CAVITE.

The complete and disastrous defeat of the Spanish fleet at Cavite appears to have been due principally to the bad marksmanship of the Spanish. They were well supplied with good guns, both afloat and ashore, had an ample supply of ammunition and torpedoes, and they do not appear to have been lacking in courage, for they did not surrender until their fleet was totally destroyed. With all their advantages, however, they were unable to do any material execution or make anything like an equal fight of it. It was like an expert at billiards playing with a novice and running out before his opponent scores. The inexpertness of the Spaniards in the game of naval warfare is not difficult to be accounted for. The consumption of ammunition in target practice is a costly item which in some navies is for reasons of economy cut down to the lowest possible point. The penny wise and pound foolish character of this policy is demonstrated by the result of the action fought at Cavite on the 1st May. Had the Spaniards been as skilful with their weapons as their opponents the latter might have found it prudent to haul out of Manila Bay, if they had ever been allowed to enter it. We congratulate Commodore Dewey on his splendid victory, which must be looked upon, as the London papers said when the first telegraphic intelligence of the event reached London, as the beginning of the end. The fate that has befallen the Spanish Philippine fleet will also befall the Spanish Atlantic fleet if it ever comes within range of the American guns, for the deficiency in gunnery that had such disastrous results at Cavite is universal throughout the Spanish service. They have good ships and good guns, but in the hands of men who do not know how to use them they are useless against a foe properly trained.

THE PEKING GOVERNMENT AND THE ANTI-FOREIGN RIOT AT SHASI.

Whatever may have been the case in the past, it must be assumed that at the present time nothing could be more distasteful to the Peking Government than the occurrence of anti-foreign outrages, with the subsequent claims for compensation. Even the high provincial officials are a little cautious at present in countenancing or encouraging such outrages, knowing that responsibility cannot be so easily evaded as formerly. The riot at Shasi reported in our special telegram from Shanghai must therefore be set down in all probability to purely local causes. Some of the property destroyed is Chinese, but the Customs the natives regard as a foreign institution, and the China Merchants Company, being conducted on semi-foreign lines, is probably also regarded in somewhat the same light. The remainder of the property destroyed is British, which is a fortunate thing for China, for had some other Powers been interested the claims for compensation might have taken extraordinary forms. As it is only British property that is destroyed no doubt the case will be met by money compensation and the punishment of the officers more immediately responsible for the failure to preserve the peace. In regard to the latter point it is to be hoped that the British Government will take up a firm stand. As yet we are in ignorance as to the causes leading up to the riot, but they may possibly be found in the machinations of the lekin officials against the transfer of the lekin collection to the Foreign

Customs. In any case the riot is of ill omen for the future, for it shows how powerless the Government is to preserve order even when it has the will, as we must assume it has at the present moment, after the recent severe lessons it has had. It would seem a wise policy on the part of the British Government in the present transition period to formally undertake the policing of the Yangtze by a number of gunboats, for with the old likin runners at work inciting the populace there is no telling what sort of a conflagration may arise if the Chinese officials responsible for the maintenance of order are left entirely to their own resources.

CHANGING THE CHINESE CAPITAL.

The establishment of Russia in Manchuria, and the almost inevitable weakening of the grasp of the Tatsing Dynasty on the eighteen provinces constituting China Proper that must result from the acquisition by Western Powers of naval stations on the coast, is not unlikely to lead to the eventual abandonment of Peking as the seat of government in favour of one less accessible to Western influence. The recent "march of events" has been so unexpectedly rapid that it has given the worried and distracted Manchus little space in which to consider the position of the capital. The matter has not, however, altogether escaped the attention of the Empress Dowager, who is credited with having accumulated vast hoards during the long Regencies when she so successfully held the reins of power. It is said that Her Majesty is in possession of an immense private store of bullion at Peking, which is annually increased under the will of her late husband the Emperor HIEN FUNG, and she is beginning to feel that this accumulation is no longer safe, as the Russians may make a sudden descent on the capital and carry it off. The idea of moving the Court to a safe place in the interior has therefore been mooted, and Hsian-fu (formerly known and still denominated on the maps as Si-ngan-fu), the capital of Shensi, has been mentioned as a secure place of retreat for the dynasty and a suitable location for the seat of government.

Hsian-fu has several advantages to recommend it as a position calculated to ensure at least the sense of security which a long intervening distance from the coast naturally inspires. Not only is it situated some six hundred miles from the Gulf of Pechihli, but the route thither is tedious and difficult. It is stated that the road from Peking to Hsian-fu via Paoting-fu is even now guarded by detachments of soldiers posted along the whole distance at intervals of about twenty miles, the whole being under the command of General TUNG FU-HSIANG, the doughty warrior who reduced the Mahomedans of Kansuh to order when they rebelled against the Imperial Government. To Hsian-fu is indeed a far cry, and it will probably be many years before the railway penetrates to this far north-west. The journey thither, usually made in rude native carts, consumes from twenty to twenty-four days, through Chihli, Shansi, and a good portion of Shensi across a mountainous country. Hsian-fu was at one time not only the capital of Shensi but of the Empire as well. SHE HWANG-TI, the great Emperor of the Chin dynasty, who founded the empire, built the Great Wall, and burned the Confucian analects, made Hsian-fu his capital, and it was then called Ch'ang-an. The road between Tung-kuan and Hsian-fu, a distance of 110 miles, is still

a fine highway—for China—with a ditch on either side, rows of willow trees at intervals, and substantial bridges and culverts over the small streams which cross it.

Mr. ROCKHILL, who passed through Hsian-fu on his way to Thibet in January, 1889, when he made his plucky attempt to visit Lhasa, says that it is even now the most important city in the north-west of China. "The length, height, and solidity of its walls are exceeded only by those of Peking, and the life and movement within the city, its streets paved with flagstones, the Imperial Palace, and imposing temples and governmental buildings, complete the resemblance to the capital." The political and commercial importance of Hsian is attributable to its central position. Here converge the roads leading from Kansuh, Szechuen, Honan, Hupeh, and Shansi. Mr. ROCKHILL goes on to say:—"The peculiarly mountainous nature of the country surrounding the Wei basin, the existence of only two practicable roads through the range on the south, the Tsung-ling-shan, and two through the mountainous province of Kansuh on the west, all of which converge to this plain and consequently to Hsian, have given the city from of old a very great importance, both strategical and commercial. The enterprise and wealth of its merchants and traders, who have availed themselves of all the natural advantages of their city, is well known in China." Throughout Kansuh and Szechuen, in Mongolia, Turkestan, and Thibet, traders from Hsian are to be met, and most of the tea factories at Ya-chow-fu, the centre of the tea trade in Szechuen, and of the tobacco factories at Lanchow-fu belong to them. Hsian-fu does a large trade in China-ware, silks, tea, cotton, piece-goods, wheat, and turquoise beads. Indeed, the trade in this latter commodity, which is mined in Honan and much valued by the Mongols and Thibetans, is centred in Hsian-fu. The beads are sold by weight in small disks, and are in most parts of Mongolia regarded as a medium of exchange. Few foreigners have penetrated into the North-west, and though there is a Roman Catholic Mission Church in Hsian-fu, there are no Protestant missionaries there, we believe, at present. It will be seen, from the foregoing slight sketch, that Hsian-fu is politically, strategically, and commercially of high importance, and, being far removed from the coast, is no doubt regarded by the Imperial family as a fairly secure retreat from which the Empire might be governed in the name of a secluded and puppet sovereign. As the pressure of the Foreign Powers on Peking increases it is not improbable but that the Empress Dowager may deem it advisable to retreat to Hsian-fu, and persuade the Emperor to move the court thither.

THE INSANITARY PROPERTIES COMMISSION REPORT.

The report of the Insanitary Properties Commission has been published and owners of Chinese houses which do not conform with the recommendations of the Commissioners are now able to form an estimate for themselves of the expense to which they may be put in effecting the necessary alterations of their properties. For some years past, in fact ever since the 1894 plague, the Chinese property market has been dead. In view of the obligations then imposed by the Government and the feeling that others were impending investment in Chinese house property has

been regarded with disfavour and no buyers have been forthcoming. Now that the problem of remedying sanitary defects has been fairly tackled it is desirable that the solution should be arrived at with as little delay as possible, not only in the interest of sanitation, which is the principal thing, but also in order that the cloud which has so long hung over the property market may be lifted and business resume its ordinary course.

The Commissioners are opposed to the resumption of insanitary properties by the Government except in a few exceptional cases, and they recommend that the necessary improvements should be effected at the owners' own cost. There is no denying that the cost and the effect on the future revenues to be derived from the properties will be considerable. Speaking generally, the greater the sub-division of a Chinese tenement house the larger the revenue it will produce. But it is proposed to place material restrictions on this sub-division. All five Commissioners are agreed that in houses fronting streets less than 15 feet in width no cubicles should be allowed on the ground floors; three are of opinion that in such houses no cubicles at all should be allowed; and two are of opinion that in houses fronting on lanes and streets of over 15 feet no cubicles should be allowed on the ground floor without the permission of the Sanitary Board. The principal report appears to be on this point the report of the minority only, and the opinions of the majority are expressed in separate minority reports, an arrangement which is calculated at first sight to cause some confusion; but it is a mere matter of form that gives rise to the confusion, the opinions of the majority being clearly expressed in their supplementary reports. There can be little doubt that the Sanitary Board, to which the report has been referred, will favour the view of the majority and possibly make still more drastic recommendations to the Government.

It is also recommended that open spaces should be provided at the back of all houses, even back to back houses, such open space to be not less than 40 square feet, and from the minutes of evidence we gather that it is thought this open space might be provided by taking away half the kitchen. But as the kitchen space in Chinese houses is usually small its diminution cannot fail to cause some inconvenience. No doubt such inconvenience should weigh for little against the great advantage of the admission of light and air to the houses, and it is little enough of either that can be obtained from a tiny space of 10 ft. by 4 ft. at the back of a high building. Still we think it would have been an advantage if the Commissioners had placed formally on record their views as to how the open space might be best obtained. Should the provision of such open space be made legally compulsory it would be well for the Government to issue some general memorandum on the subject for the guidance of property owners and their agents, so that the friction and irritation, which are bound to be considerable in any case, may not be unnecessarily aggravated by misunderstanding.

The recommendation that the property owners should be required to pay the cost of the necessary alterations to their property appears to us a reasonable one, but the property owners affected are entitled to be heard in their own behalf if they so wish, and now is the time for them to speak if they have anything to say. Their interests require that they should give a very careful study not only to the general report

of the Commissioners, which has already been published in the newspapers, but also to the minutes of evidence and the appendices, and to enable them to do so the Government should place the blue book on public sale. We take it there will be little difference of opinion as to the necessity of effecting sanitary improvements in the properties indicated in the report, and perhaps not very much difference as to the details of the improvements required. The crucial point is the incidence of cost. Property owners would no doubt like to have their property purchased by the Government at outside prices, as in the case of the Taiping-shan resumption, whereas the Commissioners say, "No, let the property owners effect the 'necessary improvements themselves.'"

The issue thus raised is one to be fairly faced on both sides and considered without prejudice. The Hon. F. A. COOPER and Dr. FRANCIS W. CLARK, in a joint report to the Commissioners, say:—"It has been urged 'that such buildings were erected with the approval of the Surveyor-General, but 'there is not and never was any provision in 'the Building Ordinances requiring the 'Surveyor-General's approval of the plans of 'proposed buildings, and indeed it was not 'until 1889 that the depositing of such 'plans was made compulsory; his action 'was consequently limited to interference 'only in the event of the provisions of the 'Ordinance being contravened.' This is sufficient to clear the Surveyor-General of all personal responsibility, but it does not touch the question of the Government's responsibility, which is the point at issue. The contention of the property owners is, as we understand, that the Government by its non-interference has sanctioned the class of houses now existing, that if it had wished to prevent the erection of such houses it could have passed the legislation necessary for the purpose, and that not having done so it is fixed with moral if not legal responsibility. And certainly the Government is fixed with a large share of moral responsibility, but to the community in general, afflicted with the plague and its consequent injury to business, and not to the property owners in particular who have grown fat on the Government's unfortunate neglect. If property owners have elected in their own discretion to put up buildings of a manifestly insanitary character we can see no reason upon earth why their fellow ratepayers should be called upon to pay the cost of remedying their mistake. The Government has as much right to prevent the letting of insanitary property as it has to prevent the sale of unwholesome food. We trust the Government will not fail to exercise that right not oppressively, but so far as may be unmistakably necessary for the public welfare. There will be cases of hardship no doubt, cases of persons who have bought property at a price calculated simply on the basis of the rental, without regard to its sanitary condition or the use to which it is applied. But property has its responsibilities as well as its privileges and one of the first of those responsibilities is the observance of sanitary laws—not the laws of the statute book merely, but the laws of nature and common sense. The mere fact that an investment has not turned out so well as the investor expected, owing to the cost of necessary but unforeseen improvements, cannot in itself be regarded as establishing any claim upon the Government for compensation.

We (*N. C. Daily News*) hear that the Nippon Yusen Kaisha have bought a piece of land with river frontage at Woosung near the Lighthouse at Tls. 3,000 per mow for wharves.

THE GOLF CLUB'S LEASE OF DEEP WATER BAY.

There have of late been various reports in circulation with reference to the lease of Deep Water Bay to The Royal Hongkong Golf Club, some of them of a very extraordinary character. The facts, however, appear to be that our late Governor, Sir WILLIAM ROBINSON, himself an enthusiastic member of the Golf Club, did not think it wrong to take public land and give it away to his friends. His action, no doubt, resulted from nothing more serious than an amiable weakness. It is also an amiable weakness when the grocer's boy steals his master's raisins to give to his sweetheart, but the action is not one calculated to meet with the approval of the boy's master or of the law. Having determined to give this public land to his friends, Sir WILLIAM apparently considered that the most convenient form of gift would be a seventy-five years' lease, to be granted for a nominal consideration. It was discovered, however, that the lease could only be granted subject to the approval of the Secretary of State, and when the papers went home the Secretary of State very properly declined to give his approval to such a grant, but he unfortunately authorised the granting of a lease to the Golf Club as tenants at will and subject to certain reservations as to non-interference with the cable house or the use of the land by the military when it is required. As tenants at will, however, the Club has, during the continuance of the tenancy, as much right to warn the public off as it would have if it possessed full proprietary rights. The question is whether the public will consent to be warned off or will endeavour to move the Government to reserve the land for public use?

Deep Water Bay has always been a favourite picnicking ground, and especially so since the use of steam launches rendered it more readily accessible. The making of the Diamond Jubilee Road will, if the ground is again made available, still further increase its popularity. In fact when the proposal for the construction of a road round the island as a suitable memorial of Her Majesty's Jubilee was made many who supported the proposal and subscribed to it were influenced to some extent by the idea that the road would render Deep Water Bay more accessible. Visions were entertained of the establishment of a "Little Brighton" there, to which the jaded citizen could drive or bicycle after office hours, where he might find "refreshment for man and beast," and where he might if he so wished enjoy a bathe or other forms of recreation or exercise. But all these privileges, or the major portion of them, are to be reserved, it seems, for the members of the Golf Club. A non-member of the Club may go past the Bay by the proposed road, but he must not walk on the grass, nor, with all the level land taken away, is there any prospect of the establishment of hotels where he might obtain refreshment. Without a half-way house the road will be rendered comparatively useless to the general public. What it comes to therefore is that the general public has been induced to subscribe for the construction of a road for the benefit of the members of the Golf Club, under the impression that they were subscribing to a work of public utility.

Let it not be supposed that we write in any spirit of hostility to the Golf Club. Like all other Clubs formed for purposes of physical recreation or the cultivation of legitimate sport it merits all reasonable encouragement

and support. When it comes to the use of public land, however, the Golf Club should, we think, be content to use the land in common, and not seek to oust the public. A lease of the land at Deep Water Bay was, we believe, applied for for industrial purposes, or if not actually applied for, there can be no doubt it would have been. As a manufacturing site it would have been one of the most valuable in the colony, having a large extent of level ground and a stream which if properly dammed would afford a constant water supply. Perhaps, however, no objection will be taken to the Government reserving the land as a recreation ground, but if so it ought to be a recreation ground for the whole community and not for any limited section exclusively. To give public land to private and exclusive clubs appears to us simple dishonesty. When the late Sir RICHARD MACDONNELL granted facilities for the establishment of a swimming bath (which was afterwards merged in the Victoria Recreation Club) he said, speaking at the opening ceremony:—"I would, however, remind 'the Committee that in giving the site, and 'entrusting its management to them, I 'have made them trustees for no individual 'interests, but rather for the general 'public, and I therefore hope that, so far 'as subsequent experience, and the state of 'their funds may permit, they will take a 'liberal view of their duties and render 'the establishment as widely beneficial as 'possible.' That is the only condition on which the Government can, consistently with honesty, hand over the management of public property to clubs or other institutions. The Swimming Club and its successor the Victoria Recreation Club for many years acted up to the spirit and letter of Sir RICHARD MACDONNELL's expectations, greatly to the advantage of the Club and the public; but of late years the spirit of exclusivism has set in even there, and if the Club's application for a new site is acceded to by the Government we trust it will only be on condition that it reverts to its old rules as regards admission.

This question of allowing small sections of the community to appropriate to their own exclusive use privileges that ought to be open to all on equal terms has been discussed in this column for many years past as occasion arose. It is with regret that we have to refer to it again, for we are aware that it is one the discussion of which is calculated to give rise to ill feeling in some quarters, but the public interest seems to call for plain speaking. It had been our intention to reserve our remarks until the arrival of Sir HENRY BLAKE, but certain recent occurrences indicate that if the public rights at Deep Water Bay are to be protected there ought to be no loss of time in moving in the matter.

THE PACIFIC CABLE SCHEME.

It is now some time since anything was heard of the scheme for uniting America with the great island-continent of Australia in telegraphic bonds, by laying a cable from Vancouver, B.C., to some point in Australia. The open letter addressed by Sir SANDFORD FLEMING to the Right Hon. Sir WILFRID LAURIER, Premier of the Dominion, and published in the *Electrical Review* in Feb. last, is proof, however, that though the question has been complicated by the new proposition submitted by the Eastern Extension Telegraph Company, the scheme is not abandoned. That proposition was to lay a new cable via the Cape, St. Helena, Ascension Island, Sierra Leone or Bathurst, and

Gibraltar, in substitution for the proposed Pacific cable. It is of course generally admitted that the telegraphic connection with South Africa is very defective, and the proposal of the Eastern Extension Company is undoubtedly of the utmost importance to the South African colonies and to the Empire generally. It is to be feared, however, that the Company were even more anxious to get rid of a rival in the shape of the proposed Pacific line than they were to improve the telegraphic facilities to the Cape. We have no wish to accuse them of illiberality, or of attempting to force on the Government a line which could readily be dispensed with in preference to a great alternative route. But self-preservation is the law of Telegraph Companies as well as of nature, and it is not to be supposed that the Eastern Extension Company will lightly surrender a profitable monopoly if it can be kept by a compromise. Moreover, they have a good case to make out in favour of a new route to the Cape. Interruptions are frequent on the present routes, where the line touches at no less than eight points under foreign flags. Both lines are liable to be broken, and during the Transvaal difficulty intense anxiety was felt when an interruption of ten days took place.

Sir SANDFORD FLEMING approaches the question in no spirit of hostility to the Eastern Extension Company, though he does accuse them of never having taken a friendly view of the Pacific Cable, and broadly hints his belief that in submitting to the conference of Colonial Premiers their new proposal they were trailing a red herring over the scent. It is urged by the advocates of the new proposal that the Pacific Cable scheme is impracticable owing to the depth of water in that ocean, which in one case has been stated at 12,000 fathoms, or fourteen miles. This is, however, quite an imaginary estimate, and the figure has been reduced, by competent judges, to a depth of five miles. Even this latter figure represents some little difficulty, but cables are now lying in West Indian waters in a depression more than 4½ miles in depth, one of which has been working for over a quarter of a century without giving any exceptional trouble. The *Electrical Review* says that the greatest depth in which the Pacific cable would have to be laid would probably not exceed 3,200 fathoms. "The Pacific cannot, therefore," it goes on to remark, "be looked upon as 'an ocean of impossible depths, nor one where a cable cannot be picked up if necessary; indeed, experience teaches us that a cable has been picked up at the depth mentioned. The route sketched out via the Cape to Australia has, as yet, been very imperfectly surveyed; it seems, however, to have an average depth similar to that through the Pacific Ocean, and in one place at least, along the Cape line, there is a depth of nearly 3,200 fathoms. Thus it will be seen that, as regards depth of water the supplementary route has absolutely no advantage over the Pacific line." Sir SANDFORD FLEMING also combats the idea that the proposed Pacific cable is either impracticable on account of its cost, which he says has been exaggerated, or that it could not be maintained without burdensome subsidies. It is very clear that the opposition to the new cable comes mainly from the Eastern Extension Telegraph Company and its friends in Australia, who are sufficiently influential to prevent, for the present, unity of action in the Australian Colonies on the subject.

The question of a Pacific cable to

connect Canada with Australia may at first sight seem not to directly interest us in the Far East. The fact is, however, that it is really of almost immediate interest, being only part of a great scheme to unite all countries of the British Empire by telegraph cables touching at only British points. "At the Colonial Conference of 1894," says Sir SANDFORD FLEMING, "the outline of a telegraph system for the Empire was submitted. It was not confined to one side of the globe; the system projected, embraced and encircled its whole extent. The scheme was illustrated by a map of the world, with the chief cable lines laid down upon it. If the proceedings of the conference be referred to it will be seen that a trunk line of telegraph was projected from London through Canada to Australasia, with extensions to South Africa, India, and China. It was shown that by the Canadian route all the chief British possessions on the four continents would be brought into electric touch with each other, and with the Imperial Centre in London. It was demonstrated, moreover, that this result could be accomplished without touching a single acre of foreign soil, and without traversing shallow seas, where cables are most liable to injury from ships' anchors and other causes and where they can be so easily fished up and destroyed." The political value of such a system to the Empire would be enormous, and its commercial utility, in giving additional facilities for telegraphic communication and by cheapening the at present most onerous rates would simply be incalculable. It is most undesirable, in the interests of commerce, that the monopoly now enjoyed by the Joint Telegraph Companies should be maintained, and we sincerely trust that the projectors of the Pacific Cable between Canada and Australia will succeed in carrying out their scheme without much further loss of time. As Sir SANDFORD FLEMING points out, there are unmistakable signs that a Pacific Cable may ere long be carried by France and the United States. France has already completed a section 800 miles in length at the southern end, and the United States has recently expended a sum of \$25,000 in making an elaborate survey of about one-third of the distance, to the Hawaiian Islands. If, therefore, Canada be forestalled in her laudable desire to lay the cable to Australia through the opposition of the Eastern Extension Company, the latter will certainly gain nothing, for they will have a foreign rival to compete with instead of a more or less friendly British competitor, whose aim would not be to cut rates down to the losing point but rather to encourage the use of the cable and facilitate trade. Sir SANDFORD FLEMING urges the Canadian Government to make a proposal on the subject to the mother country and give another proof to the world that Canada and her Government are determined in all ways to promote Imperial unity. We hope Sir WILFRID LAURIER will find it practicable to respond, and that the Imperial Government will meet any proposal from Canada on this point with large liberality, to the end that the scheme, truly imperial in its conception, may be triumphantly carried into effect.

The Woosung forts as forts have practically ceased to exist. The noble army of braves have been packed off up river and to other scenes of action by sections during the past week or two, the drill instructors have got their "walking tickets," and godowns, etc., are to fill the space now occupied by guns. The times change even in China.—*China Gazette*.

AN AMERICAN JOURNAL ON BRITISH POLICY IN CHINA.

American interests and British interests are identical in China, and this is generally recognised by the American press. A singular exception, however, is to be found in the *San Francisco Chronicle*, usually a well informed and clear sighted paper, which makes its distorted vision in the present instance the more extraordinary. Our contemporary anticipates a large increase of trade with Manchuria under Russian administration, an anticipation which will probably be justified by the event, for under Russian influence the province will be opened up and trade will be carried on under conditions of peace and security that have hitherto been unknown in that region. But our contemporary goes on to remark:—"This is what the civilized world, exclusive of England, most desires, and if the partition of China will help it then the sooner partition comes the better. The English policy has never been to make the Chinese trade general, and if Great Britain were to remain dominant in the Mongol market, the result for her would be the creation of a trade preserve like India. Everybody may trade with India at will, but everybody finds on occasion that English merchants have the right of way there and are able to keep it. From Russia the world and especially the United States may look for better things. America does a good business with Russia in Siberia now; it is bound to do more with Russia in China, as she wants of the progressive civilization there, which Russia may be unable to supply, can be attended to by America better than by any European state, providing there is a fair field and no favour." Anything more wrong-headed than this it would be difficult to conceive. The English policy has always been to make the Chinese trade general, and it was in pursuance of that policy that Great Britain was on the point of going to war with Russia the other day to prevent the closing of Manchuria to trade on equal terms for all nations. If our contemporary looks to Russia for better opportunities of trade in Manchuria than are enjoyed under British rule in India it can only be supposed that our contemporary knows nothing about the subject and is writing at random. The writer might have come a little nearer home and taken Hongkong as an example of the effect of British rule on foreign trade. San Francisco is in close commercial relations with this colony, but our contemporary would be unable to obtain from American shipowners or American merchants a statement that the "right of way" is blocked to them in Hongkong in any single point or that they do not in every respect enjoy equal opportunities with British merchants and shipowners. When we see a paper like the *San Francisco Chronicle* going so far wrong we can hardly be surprised at the ravings of some continental writers.

The *Hyogo News* of the 5th May says:—A fire broke out on board the American ship *May Flint* at about ten o'clock last night. The vessel arrived here on the 2nd with a large cargo of oil from Philadelphia for the Standard Trading Company. Help was speedily forthcoming when the alarm was given, but the flames had already made considerable headway. As for some time little or no effect could be produced with the means available the *May Flint* was taken in tow and beached in the mud at Ono. The amount of damage done is less considerable, we are informed, than was expected.

SUPREME COURT.

9th May.

IN ORIGINAL JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE.)

THE ON FAT WING V. A. R. MARTY.

In this case plaintiff sued defendant for \$1,775 damages for loss of ten tins of aniseed shipped on the *Hailan*.

Mr. J. J. Francis (instructed by Messrs. Wilkinson and Grist) appeared for plaintiff and Mr. Slade (instructed by Messrs. Deacon and Hastings) for defendant.

Mr. Francis said he was in this unfortunate position. He had to ask his Lordship for an adjournment because his two principal witnesses—both Chinese—had left the colony sick. They were afraid, he was told, of being attacked by the plague and did not want to trust themselves to the tender mercies of European doctors.

The Chief Justice—I am afraid if it is plague you may never get them.

Mr. Francis—They are simply frightened.

The Chief Justice—I thought you said they had the plague.

Mr. Francis—Oh no. So far as I can understand there are hundreds of middle-class Chinamen who are leaving out of fear. Your lordship has had an affidavit from plaintiffs with regard to these two witnesses. I understand from my friend that he cannot very well accede to an adjournment. I am quite prepared that the evidence should be taken *de bene esse*.

Mr. Slade—My witnesses are now in port on the *Hailan* and the *Hanoi*, and on that account I asked that this day should be fixed for the hearing of the case. Of course I cannot possibly consent to any adjournment, because we probably cannot get the ships together again for a month or more. I do not wish to cast any reflection on the Chinese witnesses whom my learned friend was going to call, but your lordship will have had experience of the way Chinese evidence is made to fit a case, and it is clearly impossible for me to consent to have my witnesses cross-examined before the evidence of plaintiff is before the court. All I can do is to leave the case in your lordship's hands. We had only notice of the matter this morning.

Mr. Francis said he would not have suggested the taking of his witnesses' evidence *de bene esse* had Mr. Slade not first suggested it to him, but he quite understood his friend's objection; it was a perfectly reasonable one.

The Chief Justice said this affidavit made it appear that the Chinese were ill.

Mr. Francis—I fancy they must have some slight fever and got frightened.

The Chief Justice—I think an order must be made for an adjournment; can you suggest a time?

Mr. Francis said he could not suggest a time. It might be two or three months before his witnesses returned. They were quite prepared to bring the case forward as quickly as possible the moment they got their witnesses.

Mr. Slade said he believed they might come to some arrangement. Supposing his learned friend got his witnesses together and they got one of their ships in the case might be heard, and then when the other ship came in the other evidence could be taken.

The Chief Justice—That is a matter you may arrange between yourselves, and if you cannot arrange it the court will assist you.

On this understanding the case was adjourned.

11th May.

CLAIM ON A PROMISSORY NOTE.

Mr. Melbourne, said he was instructed by Mr. Ho Wyson. Plaintiff was Chin Tau Woon, of 11, Aberdeen Street, and defendant Lam Koon Sang, of Canton. The claim was for Tls. 1,699, principal and interest due on a promissory note dated August 1st, 1897. Defendant was out of the colony in Canton and they got leave to proceed *ex parte*, the writ being served on defendant personally at Canton. The money was paid on behalf of defendant to Lan Tsy Sui, accountant, who gave a receipt for it, subsequently taking it to defendant at

Canton, where defendant gave a promissory note. Defendant was in the habit of coming to Hongkong periodically to do business. He was in the colony only three weeks ago, and he could very well have come into court and defended that action.

Plaintiff and Lan Tsy Sui having given evidence, his Lordship gave judgment for plaintiff with costs.

May 12th.

IN APPELLATE JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE) AND MR. JUSTICE WISE (PUISNE JUDGE.)

MANA SINGH V. YEUNG KAU.

This was an application for leave to appeal against the decision of Mr. Justice Wise, sitting in summary jurisdiction of the Court, in the suit *Mana Singh v. Yeung Kan*, in which plaintiff claimed from defendant (appellant) the sum of \$590, principal and interest due on a promissory note dated 29th January, 1891, given by defendant to one Yeung San, and endorsed to the plaintiff.

Mr. Francis, Q.C. (instructed by Mr. Ewens) appeared for appellant and Mr. Pollock (instructed by Messrs. Wilkinson and Grist) for plaintiff.

Mr. Francis said that at the trial at the Summary Court the defence was raised that defendant was an infant of the age of 16 or 17 years, and that by law he could not contract and that he could not make or give a good promissory note, and the court decided that under the provisions of the existing Summary Jurisdiction Ordinance 14 of 1873, section 11, infancy and the consequences arising in point of law from it could not be set up by way of defence, and the judgment of the Supreme Court given March 26th, 1895, in the case of *Tang Kit Shang v. Ng Pak To* was relied upon by the court as an authority. In the first place he submitted that the case relied upon was bad law and ought to be reversed—bad in all respects. This case differed totally in its facts from the point which was really decided by the full court in the case of *Tang Kit Shang v. Ng Pak To*. In the latter case the claim was for money lent not on a promissory note, but for a simple amount lent without interest, and the person who sued was the person who had lent the money. Therefore going the fullest extent that was required by the nature of the case that judgment only amounted to a decision that a party who lent money to an infant could sue the infant for it, infancy being no defence; but in this case a totally different question arose. The infant was sued not by the person from whom he borrowed the money or to whom he gave the promissory note. The promissory note on which he was sued was not made in favour of plaintiff but in favour of Yeung San, another infant, by whom it was endorsed to plaintiff.

The Chief Justice—We think you may serve notice on the other side. We won't trouble you further.

Mr. Francis—That is, your Lordships give me a *rule nisi* direct?

The Chief Justice—I think the best plan will be to serve notice of motion on the other side and let it be argued at once—once and for all. In other words, there will be one argument instead of two.

The hearing of the appeal was fixed for Monday next.

ANTI-FOREIGN RIOT AT SHASI.

FOREIGN AND CHINESE PROPERTY DESTROYED.

[SPECIAL TELEGRAM TO THE "DAILY PRESS." SHANGHAI, 10th May.

A riot occurred at Shasi yesterday.

The China Merchants' Offices and hulk, the Custom House, the British Consulate, and Messrs. Jardine Matheson & Co.'s premises were burnt.

[Shasi is one of the ports opened to foreign trade under the Japanese treaty of 1895. It is situated on the Yangtze about eighty-five miles below Ichang.

THE NAVAL BATTLE OFF MANILA.

GRAPHIC DESCRIPTION BY A COMBATANT.

WHY THE AMERICANS CUT THE CABLE.

THE LAST MESSAGE.

THE BAD SHOOTING OF THE SPANIARDS

9th May.

The unexpected delay in the arrival of the despatch boat from the American squadron had caused all sorts of rumours to get abroad. Some said she had been captured by a Spanish vessel, others that the Spanish defeat had not been so complete as was at first anticipated and that in consequence Commodore Dewey did not think it safe to send away a vessel by herself for fear she might be captured by some of a fleet which it was thought had been dispersed rather than destroyed. Consequently it had come to be pretty generally thought that he was sending his despatches by the British steamer *Esmeralda*, which was expected to arrive at Hongkong on Saturday.

At half-past one in the afternoon of Saturday, however, all these calculations were upset by the news that the *Hugh McCulloch* had been sighted in Lyeemun Pass, and shortly afterwards the dull grey hull of the revenue cruiser was seen riding at anchor in the harbour. Naturally she was the object of great curiosity. She was at once besieged by persons anxious to know the details of the operations in the Philippines, but for the time being no information was forthcoming, the interrogators being courteously but at the same time firmly told that nothing could be divulged by Captain Hodgson until later on in the day. The fountain-head being thus closed to him our representative looked round for some other means of obtaining what he wanted, and was fortunate enough to meet with one of the officers of the *McCulloch* who gave him a most graphic description of what had occurred since the American Squadron steamed out of Mirs Bay on Wednesday afternoon, April 27th. It will be observed that practically the whole of the fighting took place on Sunday last, the principal struggle taking place in the Bay of Cavite, where the Spanish fleet was anchored. The latter, which numbered 14 vessels, including four gunboats, made a stout resistance, but owing to their wretched firing they made but little impression on their assailants, and shortly after noon they had been practically annihilated, having about 1,000 men killed and wounded, while the Americans had not a single fatality, their ships also suffering no damage worth mentioning.

Said our representative's informant:—"We steered straight for the Philippines, and as we approached the coast the *Baltimore*, the *Boston* and the *Concord* were told off to go on in front to see if they could discover anything of the enemy. No enemy, however, was visible, but in Subic Bay we came across a couple of small schooners whose occupants were questioned as to the whereabouts of the Spanish fleet, but without result, they professing even not to know where Manila was.

"It was about six o'clock on Saturday evening when we left Subic Bay. We expected sighting the Spaniards every moment and accordingly steamed slowly along; a sharp look-out was kept, and everything was ready for action. Still nothing hove in sight, and late in the evening we arrived outside Manila Bay entering the broad channel in regular battle order. The Spaniards soon detected us, and we anticipated their opening fire at once from the batteries on Corregidor Island. The first line, however, had got well into the channel when the vessels in the rear,

which included the transports *Nanshan* and *Zafiro*, were selected as targets, but no harm was done, the first shot passing between the *Boston* and the *McCulloch*. The *Concord* was the first of our vessels to reply, her efforts being seconded by the *McCulloch*. Others followed suit. As it was dark we could not see what effect our firing had, but that it was effective enough was evident from the fact that the batteries were silenced and we proceeded on our way slowly up the Bay.

"At about half-past four in the morning we came upon the Spanish fleet in the harbour of Cavite. Including four small gunboats there were about 14 vessels altogether drawn up in line backed and flanked by the batteries of Cavite, which are very heavily mounted, the ordnance including several ten-inch guns. The Spaniards gave us a warm reception, and we soon found out that the *Don Antonio d'Ulloa* and the *Reina Cristina* (the flag-ship) carried much heavier guns than we thought. They, however, did but little execution, whilst the broadsides poured in by our vessels as they, headed by the *Olympia*, steamed across the mouth of the harbour, soon made an impression. We first fired the port battery, and then came round and fired the starboard battery, repeating this operation four or five times. The second time we came round the Spanish Admiral came out in the *Reina Cristina* and gallantly assailed us. We received him warmly, and I don't know how in the world he escaped with his life. While the old Admiral was standing on the bridge a shot from one of our vessels blew the bridge clean over, but the Admiral somehow escaped, for we saw him afterwards calmly pacing the deck. Finding he could do no good he turned to get back into the harbour, but before he could take shelter an eight-inch shell from the *Boston* struck his vessel on the stern and set her on fire. Later on she sank with some 200 men. The Admiral was among those who escaped. The *Castilla* was the next to take fire and the *Don Antonio d'Ulloa* followed. Two torpedo boats came out to attack our fleet, but our rapid-firing guns soon compelled them to beat a retreat. One was struck in her stern by a heavy shell and she sank immediately. The other managed to get on to the beach and the crew were saved. By this breakfast time had arrived, and the Commodore gave the signal to haul off a short distance, not going to anchor, however, and the commanding officers held a consultation.

"The attack was resumed at about 11 o'clock. This time we directed our attention to the batteries, the Spanish fleet having been practically annihilated. The *Baltimore* took the lead. She had orders to attack the shore batteries, and she went and did the cheekiest thing of the whole day. The batteries were mounted with 10-inch guns, a shot from one of which would, if it had struck her, have blown the *Baltimore* into atoms. The vessel, however, to the admiration of the whole fleet, went in full speed until she got close under the batteries. Then she swung round and let them have it with a vengeance. It was wonderful to see her gallantly sail in the teeth of the guns and silence them.

"Not only the fleet but all the defences of any importance had by this time been destroyed. I shall not soon forget the sight which the harbour then presented. The smoking hulks of the Spanish vessels which had not yet sunk were seen to be strewn with corpses and wounded men, and bodies floated about in the water. I should think the Spanish lost about 1,000 men killed and wounded while on our side not a man was lost and only one seriously wounded.

"The hauling down of the Spanish flag at about a quarter past 12 was received with great cheering by our fleet. In the evening the *Hugh McCulloch* anchored right under the guns of the battery at Cavite.

"Yes, it was rather a risky business, but you see the Commodore had intimated to the Spaniards that if they fired a single shot he would lay the whole city in ashes, a threat which had the desired effect.

"The inhabitants seemed to have got it into their heads that when we got in we should kill everybody, and in consequence when a boat's crew from the *Petrel* went ashore to see if they

would surrender they were met by a long procession headed by a large cross and composed of priests, sisters of mercy, etc., who begged of them to leave the wounded in the hospital alone. Of course they were soon reassured on that point. As a matter of fact we treated them in the best possible manner and offered them every aid in our power. We got every little tug boat we could find in the bay and sent some 200 wounded to Manila.

"This had a great effect upon the inhabitants. One of them professed to be so much impressed by it that he said, 'When you go out take the narrow channel, as the broad one is full of mines, while that is free. I would not tell you this ordinarily, but you have behaved so well that I thought I would warn you.' We subsequently found that this solicitude for our safety was not sincere, the narrow channel being discovered, before any harm was done, to be full of mines.

"Throughout the battle the Spaniards showed that they were not deficient in bravery. The only reason so little harm was done to us was that they fired wide. Had they been better trained a much different tale would have been told."

"And what about Manila?"—"Well, it is practically in our hands. All the vessels and forts have been destroyed, but the town had not surrendered when we left, but I expect it has done so by this. It was about three o'clock on Sunday afternoon when we anchored off Manila. The forts at the entrance of Manila harbour surrendered on the day following."

"Have you any idea what is going on in Manila now?"—"No, but the place is hemmed in by the insurgents. We could see their lines of fires on the hills around the city. We cannot tell what may have happened. The reason the Commodore did not want to take the place was that there were some 150,000 to 200,000 people there and supplies are short. If we take the place we are responsible for protecting and feeding the people and we cannot do it as yet."

"Have you any idea whether the insurgents will attack the European population?"—"I don't think so. The commodore would not allow it. I think if the insurgents started to massacre he would interfere and let them have it."

"By the way, what about the cutting of the cable on Monday night? I suppose the Spaniards are responsible for that?"—"Oh no, it was cut by the orders of the Commodore, the *Zafiro* being told off to this duty. We sent for the manager of the Telegraph Company, intimating that we wished to send a message, but the authorities would not let him come, and as we thought they might be sending all sorts of alarmist telegrams we thought it better to cut the cable. I believe the last message sent was one from the Spaniards to this effect:—'Spanish fleet badly disabled. Americans withdrawn to bury the dead.'"

"Have you seen anything of the *Esmeralda*?"—"Yes, she was in sight just as we were starting the attack on Cavite for a second time. The Commodore sent down the *Hugh McCulloch* to order her to anchor and have no communication with anybody until they received permission."

"When is she coming out?"—"I could not say. Our fleet has practically blockaded the place and won't let anyone out."

"And she will not be able to leave for some time?"—"I don't think so."

"How is it you did not start sooner?"—"Well we were coaling from the *Zafiro* and had other things to do. We started for Hongkong at about one o'clock on Thursday afternoon. We had a beautiful voyage, and going at the rate of 14 knots did it in 48 hours."

"Did you come across anything on your way?"—"We met a gunboat which we took to be a Spanish vessel, but we found out that she was the French gunboat *Bruix*."

"Have you seen anything of the *Immortalite*?"—"I think we passed her yesterday. There is also a small British gunboat (*Linnet*) at Manila."

We may add that the American Commodore having accomplished the primary object of his expedition now awaits further orders, despatches being sent off on Saturday asking for instructions.

THE FLEETS ENGAGED.

The following may be taken as practically a correct list of the vessels engaged:—

AMERICAN.

Baltimore, cruiser, 24 guns, 10,750 h.p.

Boston, cruiser, 8 guns, 4,030 h.p.

Concord, gun-boat, 6 guns, 3,405 h.p.

McCulloch, gun-boat.

Olympia (flagship) protected cruiser, 14 guns, 17,313 h.p.

Petrel, gun-boat, 4 guns, 1,095 h.p.

Raleigh, protected cruiser, 11 guns.

The *Nanshan* and *Zafiro*, transports.

SPANISH.

Argos, 508 tons, 600 h.p., 2 guns.

Castilla, cruiser, 3,267 tons, 2,690 h.p., 22 guns.

Cebu, troopship, 532 tons, 600 h.p., 2 guns.

Don Antonio de Ulloa, cruiser, 1,160 tons, 1,523 h.p., 13 guns.

Don Juan de Austria, cruiser, 1,159 tons, 1,500 h.p., 13 guns.

Eleano, gunboat, 560 tons, 600 h.p., 7 guns.

General Alava, troopship, 1,300 tons, 1,000 h.p., 2 guns.

General Lezo, gunboat, 520 tons, 600 h.p., 6 guns.

Isla de Luzon, protected cruiser, 1,048 tons, 2,200 h.p., 10 guns.

Isla de Cuba, protected cruiser, 1,048 tons, 2,000 h.p., 10 guns.

Manila, troopship, 1,900 tons, 750 h.p., 2 guns.

Marques del Duero, gunboat, 500 tons, 550 h.p., 5 guns.

Reina Cristina, cruiser, 3,520 tons, 3,972 h.p., 21 guns.

Velasco, cruiser, 1,152 tons, 1,600 h.p., 7 guns.

ANOTHER STORY OF THE FIGHT.

Dr. Kindelberger, of the U. S. flagship *Olympia*, gives the following narrative of the operations of the American fleet:—The doctor says the fleet left Mirs Bay on the 27th ult. for Manila, going first to Cape Bolinao. When on the coast of the Philippines and after looking in at Subic the *Boston* and *Concord* were sent ahead. Then the ships entered Manila Bay between midnight and 1 a.m. on Sunday, May 1st. The fleet entered in line, the *Olympia* leading between El Frayle and Corregidor in the Southern Channel, the former place having two 8-in. guns mounted, which the American fleet subsequently destroyed. Several shots were fired at the ships from the batteries beyond El Frayle but all carried high and missed. The *Boston* and *Raleigh* replied first. It was said that two torpedoes were fired at the fleet, but nobody seems to have known anything about them. The fleet then steamed slowly up the bay in line and finally circled round towards Cavite, the fight beginning at 5.30 a.m. on the 1st inst. The fleet made two circles, each ship firing in turn, the batteries and Spanish ships replying. There were about 11 Spanish ships off Cavite but all were not fighting. The American ships drew off at 8 a.m. to allow the men time for breakfast and a council of war was held. At 10.30 a.m. the *Baltimore* and *Olympia* were ordered in to silence the batteries on a sandy point near Cavite and they did so. The Spanish ships mounted as many guns as the American, and were well equipped. The only disadvantage they had was in the *Castilla* being a wooden vessel. No casualties occurred in the American crews but the Spanish suffered severely afloat and ashore. The *Boston* was struck by a shot which set one of the officer's rooms on fire. The *Baltimore* had a ricochet shell fall on her deck, but it was spent and did no damage. The *Petrel* and *Concord* were not hit, but the *Olympia* was hit 13 times altogether. The American sailors worked their guns very well and acted just as coolly as if at target practice. A number of hospital patients (Spaniards) were taken from Cavite by an American tug and conveyed to Manila. The Spaniards are described as fighting their ships and forts very well. It is reported that the Spanish captured a small coal laden sailing ship off Iloilo. There was a small Spanish gunboat up the river at Manila, another at Iloilo, and one at Bolinao when the *McCulloch* left, but no trouble was expected from them. Admiral Dewey has sent in an ultimatum to the Spanish authorities that if any more shots were fired at the fleet he would bombard the town.

THE "CITY OF PEKING" PURCHASED.

The P. M. steamer *City of Peking* has been purchased by the Government of the United States and it is believed that she is to be em-

ployed in the conveyance of troops to the Philippines.

RETURN OF THE HUGH McCULLOCH TO MANILA.

ADMIRAL DEWEY GIVEN A FREE HAND.

Replies to Admirals Dewey's despatch having been received, the *Hugh McCulloch* left the harbour shortly after two o'clock on Sunday afternoon for Manila, she being seen off by Consul-General Wildman, Commodore Holland, and Harbour-Master Rumsey. Had the replies not been received within 24 hours of her arrival the despatch boat would have had to await them in other waters. The Admiral having destroyed the Spanish fleet asked for further instructions as to his future actions, particularly as regards Manila. The Admiral did not wish to take over this great city on his own responsibility, seeing that the rebels have stopped the supplies. Cavite is in a similar position, provisions being so scarce there that even those at the hospital had been plundered, and in consequence when in possession of the city the Americans themselves landed food for the Spanish wounded. When the Admiral offered to pay for the coal which he shipped at Cavite he was thanked for doing so, but was informed that provisions would be more acceptable than money, but of course he could hardly see his way to acting upon this suggestion. The instructions which came to hand yesterday give him a free hand to take what course he thinks fit. He is thus placed in a very delicate position.

The Admiral's despatch was sent from Hongkong in naval cipher. Yesterday close on 100 congratulatory telegrams were received for him from the United States. They included telegrams from the President, the Assistant Secretary for the Navy, from the clubs of which he is a member, and from the big American newspapers. There is no doubt he will also receive the thanks of Congress, an honour which carries with it a gold medal and which is the only decoration the Americans have. We believe it has only been granted in thirteen cases previously.

Speculation is rife as to how it was that the Spaniards were found cooped up in the Bay of Cavite. Private papers captured in the Arsenal at Cavite show that it had been arranged that the Spaniards should intercept the American fleet at Subic Bay on Saturday, April 30th, and no explanation is forthcoming as to why this arrangement was not carried out. The authorities seem to have been most undecided as to what action they should take, and in consequence the fleet was in a state of unpreparedness at the time of the attack, as was evident from the fact that a general inspection had been ordered for the very morning of the battle.

The officers of the *Hugh McCulloch* bore testimony to the bravery of the Spaniards, but they mentioned a case of treachery for which the Spaniards paid dear. The vessels in Cavite harbour included one somewhat in the nature of a store ship. She, however, joined in the fight until four or five large shells cooled the ardour of those on board and they hauled down their flag. Accordingly a boat's crew went off to receive their surrender and when close up to the vessel they were fired upon without, however, any fatal result. The outcome was that the American guns were immediately brought to bear on to the vessel, which was soon sunk with all aboard.

Telegrams from New York state that when the news of the victory was received there through the Spanish telegram the wildest excitement prevailed, demonstrations attended by as many as 100,000 people taking place in two of the great squares of the city.

THE BRITISH COMMUNITY AT MANILA.

A REQUEST FOR FURTHER NAVAL ASSISTANCE.

The Commodore has forwarded to us the following communication which he received from Manila yesterday, it having been sent through the British Consul with the consent of the Spanish Authorities and forwarded by the U.S.S. *Hugh McCulloch* by the courtesy of the American Commodore.

Minute of a meeting held at 10 a.m. on the 4th May, 1898, in Smith, Bell & Co.'s office to discuss the present situation.

Present the undersigned.

Mr. Wood voted to the chair.

Mr. Warner proposed—

That application should in the first place be made by H.B.M. Consul at the request of the British community to the authorities for the immediate despatch of further naval assistance, in view of the critical position caused

- i. by a probable immediate scarcity of food.
- ii. by the actual scarcity of funds for the payment of troops and employes,
- iii. by the threatened firing and looting of the business part of the town so that British interests—life and property—may be effectually protected, also that any action taken should be taken immediately.

Seconded by Mr. Jones and carried unanimously.

Manila, 4th May, 1898.

This was signed by the representatives of the leading Corporations and Companies. It will be seen that this request was forestalled by the despatch of H.M.S. *Immortalité* to Manila on the same day that this meeting was held. There was also there at the time H.M.S. *Linnet*, the French man of war *Bruix*, and it is understood that the *Gefion*, German man-of-war, was also at Manila.

COMMODORE DEWEY PROMOTED.

In view of his successful operations against the Spaniards at Manila Commodore Dewey has been made an Admiral.

A STIRRING CAREER.

Referring to the commander of the American squadron at Manila, an American paper says:—George Dewey is a veteran who needs no new service to give him a place in naval history. He was a lieutenant when the civil war began, having just been graduated from Annapolis, and he first came to the front with the destruction of the old *Mississippi*, which had served on stations all over the globe, bore Perry's pennant at the opening of Japan to the world, and was enshrined in the affections of many an officer who had sailed in her. The *Mississippi* was destroyed in the river whose name she bore and her loss was the result of a gallant action. Capt. Smith and his chief subordinate, Lieut. Dewey, conducted themselves with fine courage throughout and they were the last to leave the ship. "It is in such trying moments," said Admiral Porter, in commenting on this incident, "that men show of what metal they are made, and in this instance the metal was of the best." Dewey was at both attacks on Fort Fisher and since the war he has seen distinguished service.

MORE NEWS FROM THE PHILIPPINES.

ARRIVAL OF THE "LINNET."

ANTI-BRITISH FEELING IN MANILA.

FEARED ATTACK ON BRITISH FACTORIES.

13th May.

Yesterday afternoon the British gunboat *Linnet* (Commander R. C. Sparkes) arrived in the harbour from Manila with both the Spanish and American mails.

Commodore Holland authorises us to state:—Affairs at Manila remain the same. The American Squadron is at Cavite, the *Irene* (German), *Bruix* (French), and a Japanese man-of-war are off Manila, besides the *Immortalité*. Food is dear but yet obtainable, and all foreigners were so far safe when the *Linnet* left at 1.30 p.m. on Monday, the 9th inst. Both the Spanish authorities and Commodore Dewey are most courteous in permitting communication and in sanctioning letters and documents being forwarded by such opportunities as may occur. The *Linnet* brought from Manila both American and Spanish mails.

We may add that the Japanese vessel at Manila is the *Akitsushima*, which left Japan last week with the *Naniwa*. The latter came on to Hongkong and will probably relieve the other vessel before long.

The *Linnet*, which went from Hongkong, did not reach Manila until the Tuesday after the fight, since when practically no further action has been taken by Admiral Dewey, the latter wishing to communicate with his Government and get instructions before doing anything else.

As the *Hugh McCulloch* left here on Sunday afternoon she would reach the American squadron on Tuesday, and there is every reason to believe that since then the situation has altered.

When the *Linnet* left Manila things were at a standstill. The Americans had not yet attacked the town, which was still in the hands of the Spaniards. Many of the shops were closed and business was at a complete standstill.

The *Esmeralda* was still in the Bay, being anchored near the American squadron. There is a strong anti-British feeling in the town among the Spaniards, as the opinion is general among them that it was the captain of the *Esmeralda* who piloted the Americans into the Bay. What is feared is that the Spanish soldiers, who have had no pay for some time, will attack and loot the British factories. The English ladies and their families have left Manila and gone to reside in a country place about four miles off. The rebels are about ten miles from the town.

Altogether there are about 25,000 Spanish troops in the city and about 10,000 volunteers have been enrolled. It is therefore difficult to see how the American Admiral could hope to retain Manila if he were to take it without the assistance of troops from home. The only Spanish vessel there is a gunboat up the river. She cannot be got at, as the mouth of the river is obstructed with sunken vessels. Numbers of steamers cannot get out of the river for the same reason.

The Americans do not allow any Spanish vessel to enter the harbour or go out, but we understand that there is no restriction placed on neutral vessels.

It is said that the *Swift* will return to Manila instead of the *Linnet*.

Consul-General Wildman, upon whom the war has thrown an enormous amount of work, informs us that the Admiral has forwarded him as a trophy the flag of the Spanish Admiral's ship, the *Reina Cristina*.

The white flag of truce floats over the city of Manila.

People are allowed to come and go freely to the ships. This is very trying to the Americans, however, who have to be on duty night and day in consequence of the large number of small boats which endeavour to run the blockade in order to obtain food supplies.

The Americans have still the management of the hospitals at Cavite, every care being bestowed on the wounded there.

The Spaniards in Manila are boasting that their big ship the *Paloya* is coming out, and that she will demolish the Americans in ten minutes.

THE UNITED STATES AND THE PHILIPPINE REBELS.

THE ARRANGEMENT WITH AGUINALDO.

Singapore, 4th May.

Just before the actual outbreak of hostilities between Spain and the United States Singapore has been the scene of a secret political arrangement by which General Emilio Aguinaldo y Fami, the supreme head of the revolutionary movement in the Philippines, has entered into direct relations with Admiral Dewey, Commander of the American squadron in China waters, while that officer was still at Hongkong.

In order to understand and appreciate this interesting historical incident properly it will be necessary to allude to the causes leading to the second appearance of the rebellion in the Philippines, which was almost coincident with, though not instigated by, the strained relations between Spain and the United States.

In December last General Primo de Rivera, who above all other Spanish Generals has an intimate knowledge of the country and its inhabitants, found the position untenable for both parties. Neither of these had the remotest chance of terminating the rebellion decisively, the rebels secure in their mountain fastnesses, the Spaniards holding the chief towns and villages on the coast. Primo de Rivera therefore sent two well-known Philippine natives occupying high positions in Manila to propose terms of peace to General Aguinaldo in Biac-na-Bato. A council of the revolutionary government was held in which it was agreed to lay down arms on condition of

certain reforms being introduced. The principal of these were:—

1.—The expulsion, or at least secularisation, of the religious orders, and the inhibition of these orders from all official vetos in civil administration.

2.—A general amnesty for all rebels, and guarantees for their personal security and from the vengeance of the Friars and Parish priests after returning to their homes.

3.—Radical reforms to curtail the glaring abuses in public administration.

4.—Freedom of the press to denounce official corruption and blackmailing.

5.—Representation in the Spanish Parliament.

6.—Abolition of the iniquitous system of secret deportation of political suspects, &c., &c.

Primo de Rivera agreed to these reforms in sum and substance but made it a condition that the principal rebel leaders must leave the country during His Majesty's pleasure. As these had lost all their property or had had it confiscated and plundered, the Government agreed to provide them with funds to live in a becoming manner on foreign soil.

The rebels laid down their arms, and peace was apparently secured, but no sooner had they done so, and returned to their houses, than the intransigent religious orders commenced at once to again prosecute them and trump up imaginary charges to procure their re-arrest. The Spanish Government on its side, imagining itself secure, desisted from carrying out the promised reforms, thinking another trick like that played on the Cubans after the peace of Zanjón, arranged by Martínez Campos, might succeed. The Philipinos, however, with this business before them, refused to be made dupes of, and have taken up arms again, not alone in the immediate districts round Manila but throughout the Archipelago, which merely awaits the signal from General Aguinaldo to rise *en masse*, no doubt carrying with them the native troops hitherto loyal, and for which loyal service they have received no thanks but only ingratitude.

General Emilio Aguinaldo, accompanied by his aide-de-camp, Colonel Marcelo H. del Pilar, and his private secretary, Mr. J. Leyba, arrived incognito in Singapore from Saigon on the 21st April, 1898. In Saigon, where Aguinaldo had remained for one week, he had interviews with one or two old Philippino friends now resident there. The special purpose of Aguinaldo's visit to Singapore was to consult other friends here, particularly Mr. Howard W. Bray, an old and intimate English friend for fifteen years resident in the Philippines, about the state of affairs in the Islands generally. Particularly as to the possibility of war between the United States and Spain, and whether in such an event the United States would eventually recognise the independence of the Philippines, provided he lent his co-operation to the Americans in the conquest of the country. The situation of the moment was this, that the conditions of the honourable peace concluded on the 14th December, 1897, between President Aguinaldo, on behalf of the Philippine rebels, and H.E. Governor-General Primo de Rivera, on behalf of Spain, had not been carried out, although their immediate execution had been vouched for in that agreement. These reforms would have provided protection to the people against the organised oppression and rapacity of the religious fraternities, would have secured improved civil and criminal procedure in courts, and have guaranteed in many ways improvements in the fiscal and social conditions of the people. The repudiation by the Spanish Government of these conditions, made by General Primo de Rivera, now left the rebel leaders, who had for the most part gone to Hongkong, free to act. And it was in pursuance of that freedom of action that Aguinaldo again sought counsel of his friends in Saigon and Singapore, with a view to the immediate resumption of operations in the Philippines.

Meantime Mr. Bray, whose assistance to this journal on matters connected with the Philippines has been very considerable, as our readers will have seen, was introduced by the Editor of the *Singapore Free Press* to Mr. Spencer Pratt, Consul-General of the United States, who was anxious, in view of contingencies, to learn

as much as possible about the real condition of the Philippines. It was a few days after this that Aguinaldo arrived in Singapore, when he at once met his friends, including Mr. Bray.

Affairs now becoming more warlike, Mr. Bray, after conversation with Mr. Spencer Pratt, eventually arranged an interview between that gentleman and General Aguinaldo, which took place late on the evening of Sunday, the 24th April, at "The Mansion," River Valley Road. There were present on that occasion General Emilio Aguinaldo y Fami, Mr. E. Spencer Pratt, Consul-General United States of America, Mr. Howard W. Bray, Aguinaldo's private secretary, Mr. J. Leyba, Colonel M. H. del Pilar, and Dr. Marcelino Santos.

During this conference, at which Mr. Bray acted as interpreter, General Aguinaldo explained to the American Consul-General, Mr. Pratt, the incidents and objects of the late rebellion, and described the present disturbed state of the country. General Aguinaldo then proceeded to detail the nature of the cooperation he could give, in which he, in the event of the American forces from the squadron landing and taking possession of Manila, would guarantee to maintain order and discipline amongst the native troops and inhabitants, in the same humane way in which he had hitherto conducted the war, and prevent them from committing outrages on defenceless Spaniards beyond the inevitable in fair and honourable warfare. He further declared his ability to establish a proper and responsible government on liberal principles, and would be willing to accept the same terms for the country as the United States intend giving to Cuba.

The Consul-General of the United States, coinciding with the general views expressed during the discussion, placed himself at once in telegraphic communication with Admiral Dewey at Hongkong, between whom and Mr. Pratt a frequent interchange of telegrams consequently took place.

As a result another private interview was arranged at the American Consular residence at the Raffles Hotel between General Aguinaldo, Mr. Spencer Pratt, Mr. Howard Bray, and Mr. Leyba, private secretary to General Aguinaldo.

As a sequel to this interview, and in response to the urgent request of Admiral Dewey, General Aguinaldo left Singapore for Hongkong by the first available steamer, the *P. & O. Malacca*, on Tuesday, the 26th April, at noon, accompanied by his aide-de-camp, Capt. del Pilar, and Mr. Leyba, his private secretary.

The only interview or conversation with any strangers that General Aguinaldo had during his stay in Singapore other than the above interviews, was during a visit paid by General Aguinaldo to Mr. W. G. St. Clair, Editor of the *Singapore Free Press*, at the office of this journal. On that occasion General Aguinaldo was accompanied by Mr. Bray and Mr. Leyba.

Throughout the whole stay of General Aguinaldo in Singapore the Editor was kept fully informed daily of the progress of affairs. Naturally, however, all statement of what occurred has been withheld by us until what has been deemed the fitting moment has arrived.

The substance of the whole incident in its relations to the recent course of affairs in the Philippines has been very fully telegraphed by the Editor both to New York and London.

The influence of the incident on the future of the Philippines may prove to be of a far-reaching historical character.

AGUINALDO'S POLICY.

General Aguinaldo's policy embraces the independence of the Philippines, whose internal affairs would be controlled under European and American advisers. American protection would be desirable temporarily, on the same lines as that which might be instituted hereafter in Cuba. The ports of the Philippines would be free to the trade of the world, safeguards being enacted against an influx of Chinese aliens who would compete with the industrious population of the country. There would be a complete reform of the present corrupt judicature of the country under experienced European law officers. Entire freedom of the press would be established as well as the right of public meeting. There would be general religious tolerations, and steps would be taken for the abolition and expulsion of the tyrannical religious fraternities who

have laid such strong hands on every branch of civil administration. Full provision would be given for the exploitation of the natural resources and wealth of the country by roads and railways, and by the removal of hindrances to enterprise and investment of capital. Spanish officials would be removed to a place of safety until opportunity offered to return them to Spain. The preservation of public safety and order and the checking of reprisals against Spaniards would naturally have to be a first care of the Government in the new state of things.—*Free Press*

FOREIGN JOURNALS ON THE SITUATION.

A FRENCH OPINION.

Under the heading of "Corsairs" the *Indépendance Tonkinoise* says:—Reading to-day's Havas telegrams it is impossible to believe that this is the end of the nineteenth century, a century of light and civilisation. The ancient nations of Europe must have been weak not to raise their voice and prevent the commission of this act of brigandage by the Yankees. Covering themselves with a hypocritical mask the United States undertake a war ostensibly in defence of the principles of humanity and civilisation. In face of the British, Russian, German, and French fleets they go and seize the Philippines, and no nation tries to bring Messieurs les Américains to reason. It is well to be diplomats, but this may cost us dear if carried too far. The partition of China is coveted by four nations. The dismemberment is all traced out on paper, and this is the motive of our *statu quo* at this moment. We are in the wrong. When the Americans have taken Manila they will want their share of the Celestial Empire cake, and as appetite comes by eating we may find we have messmates a little too greedy. The Americans are too practical a people not to try to seize within a short time all the colonies of the Antilles; and they would be right, since no nation tries to stop their acts of piracy.

Poor Spain! She is learning now what it costs to have colonies directed by an army of functionaries and by a retrograde administration. For not having allowed the colonies to administer themselves she is going to lose Cuba and Manila, which ought to serve us for a lesson. Let France note well that a similar fate is in store for her oversea possessions if she follows the system hitherto in force.

Let us make an appeal to Europe that, at last aroused to indignation, she will not allow America to continue a war waged in violation of the principles of the most simple equity. Was not the principle of our alliance with Russia the maintenance of peace? Why not intervene? This famous alliance, is its only result to be the absorption of milliards of Russian titles by French capitalists? We hope not, and—we wait.

A PORTUGUESE OPINION.

In an article discussing the modification, on account of the plague, of the approaching Vasco da Gama festivities, the *Macao Indépendente* advances as an additional reason for modification the war between Spain and America, in the following terms:—Nor can we forget that at this moment, scarcely two steps from us, a sister nation, whose shores are washed by the same sea as ours, whose land is traversed by the same rivers, and whose history is intimately associated with ours—Spain—is in the throes of a desperate struggle with a powerful nation that has long been perfidiously planning her ruin and has not hesitated to commit the greatest outrage on justice and right that the present age has seen. This war, which excites the attention of the whole world, would cause to pass absolutely unnoticed whatever festivities we might conduct as a sign of the vitality of the Portuguese nation before the people that surround us. This reason cannot be regarded with indifference by the Executive Committee.

A Northern contemporary reports that the price of beancakes has increased so at Newchwang that junks are leaving for the south empty, a state of affairs which has not been witnessed for years. The reason is that large quantities of the beancake have been purchased for Japan, which has consequently made the supply scarce and prices high.

SHOCKING MURDER OF A PORTUGUESE.

A SAD STORY.

The residents of the neighbourhood of West Terrace, Caine Road, were considerably alarmed at about half-past six on Monday night, 9th May, by hearing four shots fired in quick succession under the verandah at No. 2, West Terrace, Caine Road, which is occupied by Mr. F. X. de Jesus and his wife and family, Mr. Jesus being a gentleman about 30 years of age in the employ of Messrs. Cottam and Company, gentlemen's outfitters and general importers, Pedder-street. On leaving his house to ascertain the cause of firing a neighbour found Mr. Jesus sat in a chair bleeding profusely from four bullet wounds. A medical man was sent for but on his arrival it was found that his services would be of no avail, Mr. Jesus having breathed his last. Shortly afterwards Mr. J. M. Ozorio, an employé of the Hongkong and Whampoa Dock Company, Limited, who had been observed to walk from the house of the murdered man with a revolver in his hand, was arrested near the Italian Convent and conveyed to the Central Police Station, the body of the man he was supposed to have murdered being subsequently conveyed to the mortuary.

As yet there are not many details forthcoming, but those we have been able to glean so far reveal an exceedingly sad story. Ozorio and his sweetheart, the latter of whom resided with Mr. Jesus and his family, were to have been married on the 28th of the present month, the requisite notice being posted up in the vestibule at the Supreme Court buildings. Notwithstanding this, however, disputes between them appear to have been frequent, and on one or two occasions had reached such a pitch that it did not seem at all unlikely that the projected wedding would never take place. We understand that they had a quarrel so late as Monday afternoon. It would appear that Ozorio was under the impression that Jesus had something to do with the difference between himself and his sweetheart. At any rate it is alleged that when Mr. Jesus was just about to enter his house on his return from business last night Ozorio went up to him, and after exchanging a few words emptied four barrels of a revolver, each shot taking effect. The injured man staggered into his house, seated himself in a chair and having exclaimed, "I cannot do any more," expired in the presence of his agonised wife.

THE ACCUSED BEFORE THE POLICE MAGISTRATE.

At the Magistracy on Tuesday morning, before Commander Hastings, Joao da Matta Ozorio was charged that he on the 9th of May "feloniously and of his malice aforethought did kill and murder one Francisco Xavier de Jesus."

Mr. F. X. d'Almada e Castro (Messrs. Wilkinson and Grist)—I appear for prisoner, and would ask your worship to adjourn the case.

Commander Hastings—I know, but does he plead not guilty?

Mr. d'Almada e Castro—Not guilty, your worship.

P. C. 631—On the 9th inst., at seven o'clock in the evening, I arrested defendant at the junction of Caine Road and Old Baily Street and brought him to the Police Station.

Commander Hastings—The case is adjourned until two o'clock on Wednesday afternoon.

Mr. d'Almada e Castro—I would ask your worship to adjourn it till two o'clock on Thursday afternoon.

Commander Hastings—All right.

Prisoner did not at all seem to realise the gravity of his position, being quite calm and collected.

The greatest sympathy is felt with Mrs. Jesus in her terrible trial. Mr. Jesus had been with Messrs. Cottam and Co. for some ten years, and all who knew him bear testimony to his courtesy and cheerful temper, the general opinion being that he was a man who would not willingly offend anyone.

ACCUSED AGAIN BEFORE THE MAGISTRATE.

At the Magistracy on Thursday afternoon, before Commander Hastings, Joao da Matta Ozorio, clerk, was charged on remand that he did on the 9th of May "feloniously and of malice aforethought kill and murder one Francisco Xavier de Jesus." There was a large

attendance of the Portuguese residents in court, and the Portuguese Consul-General (Mr. A. G. Romano) occupied a seat on the bench. Mr. Grist (Messrs. Wilkinson and Grist) appeared for defendant. The latter now seems to realise his position acutely. As soon as he entered the dock he began to weep bitterly, and turning round to some of his countrymen expressed to them his sorrow for what he had done. Inspector Hanson conducted the case on behalf of the prosecution.

Joseph Maria de Rozario Xavier said—I reside at No. 2, West Terrace, Caine road. I know defendant, who lives in Remedios Terrace. I have known him for about three years. He was a frequent visitor at the house No. 2, West Terrace. The name of the deceased was Francisco Xavier de Jesus. He was no relation of mine. When I got home about seven o'clock on Monday night, May 9th, I heard someone say that there was a quarrel between the bridegroom and the bride. By the bridegroom I understood defendant to be meant and by the bride Miss Glafira. When I heard this I was on the ground floor in the dining room. There were also present Miss Marie de Jesus, sister of deceased, three nieces of deceased, and the elder sister of deceased. After a few minutes I heard the youngest niece of deceased call out that defendant had pushed her grand-mother down. Then I came out to the verandah and saw defendant and Miss Glafira standing just by the door in the verandah, just about three feet from me. They were quarrelling at the time. I then saw deceased and his wife pass the front of the house, and they crossed the verandah and went inside the house. In a few minutes deceased came out again and went towards defendant and said, "Joan, what is this?" Defendant then pushed Miss Glafira aside and deceased walked up and passed on the right side of defendant. Just about that time defendant pulled out a revolver and began firing at deceased. I saw defendant fire three shots and then deceased entered the house. Thereupon I ran up to defendant and after struggling with him about ten minutes I got the revolver (produced) from him. I then went for the police. When defendant fired at deceased the latter was only about a foot from the muzzle of the revolver. I never saw deceased alive again. I saw the body at the mortuary on Tuesday, Inspector Hanson accompanying me. Dr. Lowson was there at the time and also deceased's widow and Inspector Moffat. Miss Glafira was in the verandah when the shooting took place. In the verandah were two boxes near the door, four or five chairs, a small chair bed, and a sofa. There are two windows opening on to the verandah. One was shut. I do not know what defendant and Miss Glafira were quarrelling about. I have never quarrelled with defendant. After taking the revolver from defendant I went for the police, going down Caine Road towards the Italian Convent. On reaching the latter place I met P. C. 631, and I pointed out defendant, who had been following me, to him and told him to arrest him. There was no row between deceased and defendant before the latter commenced shooting. As far as I know deceased and defendant have always been friendly. I saw nothing on the part of deceased on this particular occasion to provoke defendant. I saw no threatening gesture and heard no threatening language on the part of deceased. There were only defendant, deceased, Miss Glafira, and myself on the verandah.

Mr. Grist—I have no questions to ask this witness.

Dr. Lowson said—I am the medical officer in charge of the public mortuary. The body of Francisco Xavier de Jesus was received at the mortuary on the evening of the 9th May. On the following morning I examined it. There were two gun-shot wounds of entrance close to the right nipple and two more in the region of the stomach, both pleural cavities were full of blood, the right lung having been injured by both the bullets entering at the right nipple, whilst one of those entering over the stomach had travelled upwards and injured the left lung. These injuries to the lungs had led to the hemorrhage into the pleural cavities, which, combined with shock, caused death. I found two of the four bullets which had evidently been fired, one being removed from the right thorax and one from the left.

Either of them would have caused death. The bullets must have been fired at very close range, as there was considerable blackening and scorching of the skin, as also of the shirt. The revolver produced or a similar one might have caused the wounds.

Mr. Grist had no questions to ask.

Charles Edward Pierce said—I am an assistant with Lane, Crawford and Co., Queen's road. On Monday, the ninth of May, the revolver produced was sold by me to defendant, whose name I knew. I also sold him a dozen cartridges to fit the revolver. I knew defendant because of our having to do business with the Dock Company, with whom defendant was employed. The four cartridges produced are similar to those I sold defendant. Defendant had been into the store once before on Monday. He came in and asked the price of the revolver. He afterwards came in and bought it, paying cash for it. Defendant asked if we had a lady's revolver. By that I understood him to mean a small one, and the one produced is the smallest size we have. He first came in and asked the price, and he came in again and bought one. He asked the price and I said \$33. He said he had bought one before for \$12 and sold it to someone at the same price. After agreeing to take the revolver for \$30 he asked how many cartridges were included in the price, and I told him none. He then asked me to let him have a dozen cartridges, and I told him we only sold them in boxes of fifty. On going to the case to get a box I found one half empty. I then said to him, "Will you have 20." He replied, "No I only want a dozen." I made a remark that he would not do much damage with a dozen, to which as far as I remember he made no reply. I then took the cash (\$30.30) for the articles and he went away with the revolver and the cartridges.

Mr. Grist—I have no questions.

The further hearing was adjourned until Saturday afternoon.

The remains of the late Mr. Jesus were interred on Wednesday.

HONGKONG SANITARY BOARD.

On 6th May a meeting of the Hongkong Sanitary Board was held. The Principal Civil Medical Officer (Dr. J. M. Atkinson) occupied the chair, and there were also present the Captain Superintendent of Police (the Hon. F. H. May, vice-president) the Director of Public Works (the Hon. R. D. Ormsby), the Acting Registrar-General (the Hon. E. W. Brewin), Mr. N. J. Ede, the Medical Officer of Health (Dr. F. W. Clark), and the Acting Secretary (Dr. C. Vivian Ladds, Colonial Veterinary Surgeon).

MINUTES.

The minutes of the previous meeting were read and, on the motion of the PRESIDENT, accepted as a correct record.

RETIREMENT OF MR. EDE.

The CAPTAIN SUPERINTENDENT OF POLICE—Before proceeding to the order of the day I beg leave, as the oldest member of the Board present, to remind the Board that this is the last ordinary meeting of the Board at which we shall have the advantage of Mr. Ede's co-operation and assistance. I believe Mr. Ede has been a member of the Board for the last 13 years. During that time the Board has done a great deal of good work, and I think I can safely say—and all the members here will agree with me—that the Board has never possessed a more industrious, a more hard-working member than Mr. Ede (Hear, hear.) In Mr. Ede we have not only had an industrious member, but a member who has brought to the work of the Board a keen intelligence and more than ordinary tact and discretion. To his wise counsel and to his practical knowledge of the colony and of human affairs in general the Board owes a great deal of valuable assistance in dealing with many difficult points that have come before us. I think that the Board will suffer a very severe loss when Mr. Ede leaves us, and I feel sure it will be found very difficult to replace him on the Board. I beg leave to move, therefore, the following resolution:—"That this board desires to express its great regret at losing the services of Mr. Ede, and wishes to convey to Mr. Ede its very great appreciation of the valuable assistance he has rendered to the Board during

the many years he has unselfishly devoted himself to the cause of sanitation in the colony."

The PRESIDENT—I have much pleasure in seconding Mr. May's motion. Although I have not been associated with Mr. Ede on this Board for so many years as the Vice-President, yet I have worked with him long enough to regret that we shall be so soon losing his services. Although we are not always in accord, differences of opinion necessarily occurring at times; yet for sound common sense and knowledge of business habits I do not wish for a better member to work with. (Hear hear.)

The resolution was carried unanimously.

Mr. EDE, in reply, said—I feel highly honoured by the very flattering resolution which you have just passed with regard to my services on this Board, and I thank the mover and seconder of the resolution for the very complimentary terms in which they have spoken of me. I have felt it a privilege, and it has been a source of much pleasurable interest to me, to have taken part in the promotion of sanitation in this colony. I was appointed a member of the Board almost from its commencement about 13 years ago. For the 40 years previous, that is from the time when the island was first taken, there had been no specially organised body for dealing with such matters. At first we sat with closed doors, but it was found desirable that the meetings of the Board should be held in public. In my opinion publicity is the greatest possible protection to the inhabitants in regard to all sanitary enactments and is one of the means best calculated to secure the co-operation of the community. Notwithstanding the criticisms upon the acts and methods of the Board which have from time to time been made, I think I can truly say that the Board has done much useful and valuable work, and I feel satisfied it will continue to do so proportionately better and better as time goes on. Critics sometimes do not realise or are not aware of the inherent difficulties which beset many of the questions that have to be determined. There is no doubt that some of our principal troubles arise from errors made in the past partly by the Government in permitting but mainly by the inhabitants in erecting unwholesome and insanitary dwellings. I hope that this state of things will gradually be remedied (it cannot be done all at once), and that the residents will not rest content with criticising but will take a share in the work and help the Board and the Government to make the much needed improvements. I would like to take the opportunity of placing on record my opinion, though not with a view to argument to-day, that the general adoption of the water carriage system in this colony will only lead to serious trouble and I hope the experiment will not be tried, especially as the means of hand removal are readily available and inexpensive—indeed a source of revenue. If the sewage be removed to a safe distance, if our refuse is burnt, if overcrowding is abated and the houses kept clean, but above all if plenty of sun-light is let into the dwellings of the masses, there is no doubt the health and general welfare of this important colony will be much improved, and the expense of carrying out these things properly will, I am satisfied, in the long run be less costly than the recurrence of epidemics. (Hear, hear.) I need hardly say, Mr. President and gentlemen, that I leave this Board with infinite regret and I hope to hear from time to time that your efforts to improve the sanitary condition of this colony are meeting with unqualified success. (Applause.)

THE MANUFACTURE AND SALE OF POISONS.

The ACTING SECRETARY submitted the amended Bye-laws for regulating the manufacture and sale of poisons and the sale of unsound and adulterated drugs. He also read a minute by the PRESIDENT, who said: "I think these papers should be circulated before the amended Bye-laws be considered by the Board."

The PRESIDENT—I move that these Bye-laws be referred to the next meeting of the Sanitary Board.

The MEDICAL OFFICER OF HEALTH—I second that.

Carried.

REPORT OF THE INSANITARY PROPERTIES COMMISSION.

The ACTING SECRETARY submitted a report of the Insanitary Properties Commission, a

copy of which appeared in our issue of yesterday. In forwarding copies of the report to the Board the Acting Colonial Secretary requested that the Board would consider the report and favour the Government with its suggestions and comments on as early a date as possible.

The CAPTAIN SUPERINTENDENT OF POLICE—I beg leave to move that after the ordinary business of to-day is completed the Board resolves itself into a committee for the consideration of this report.

The MEDICAL OFFICER OF HEALTH—I have much pleasure in seconding. The question of the improvement of the sanitary condition of the colony is one of vital interest for the future welfare of the colony, and no recommendation of the Board should go forward to the Government until it has been thoroughly thrashed out. I quite see that discussion of the report will be much freer if the Board is in committee than if the discussion takes place in public.

Carried.

DISSOLUTION OF A SPECIAL COMMITTEE.

The PRESIDENT—In pursuance to notice I beg leave to move: "That the select committee appointed on the 21st April, 1898, by the Board to arrange all details, &c., re establishment of a Chinese Plague Hospital under section 3 of Ordinance 11 of 1895, be dismissed." The reason why I make this motion is that the hospital is started and is now in working order. Dr. Thomson is in medical charge of it, and I presume he is responsible practically now for the working of the hospital.

The DIRECTOR OF PUBLIC WORKS seconded.

Mr. EDE—Do not you think that before the committee is dissolved we ought to see a report of what they have done so that we can consider it?

The PRESIDENT—There has been a report.

Mr. EDE—I have not seen any. I do not know what has been done.

The MEDICAL OFFICER OF HEALTH—A report would have been sent in before this meeting but there has been some difficulty with reference to the disposal of night-soil. Dr. Thomson wrote to me and asked what the wishes of the select committee were in reference to the matter, and the committee decided that the best thing to do would be to burn the night soil. I was down yesterday morning to see what they had done in the way of building an incinerator, but unfortunately the contractor misunderstood the directions which had been given to him and has not completed the work, but as soon as it is in full working order it will be for the select committee to send in a report as to what has been done by them.

The CAPTAIN SUPERINTENDENT OF POLICE—I think it would be better if the report of the committee were awaited.

The ACTING REGISTRAR-GENERAL—We have done our work, have we not? This is a matter of detail for the people at the hospital themselves.

The PRESIDENT—I think we may take it that the committee will circulate the report at an early date. I think one report has been issued before.

Mr. EDE—I have not seen anything.

The PRESIDENT—I have read one.

The MEDICAL OFFICER OF HEALTH—May I suggest that the word "dissolved" be substituted for the word "dismissed" in the resolution. The latter is hardly the word to use with regard to a select committee unless we are in disgrace.

The PRESIDENT—That is a misnomer. I do not wish any slight to the committee.

With this alteration the resolution was carried.

THE SUGGESTED CREMATION OF CHINESE.

The ACTING COLONIAL SECRETARY, writing on April 29th, said—I am directed to state for the information of the Sanitary Board, that His Excellency the Officer Administering the Government is not prepared to sanction the cremation of corpses of persons who have died of plague which are found exposed in the streets, and that His Excellency trusts that the establishment of the branch hospital to the Tung Wa Hospital for the reception of Chinese plague patients will tend to effect the object of putting a stop to this objectionable practice

and obviate the necessity of resorting to extreme measures.

MEDICAL INSPECTION.—A COMPLAINT FROM THE CHAMBER OF COMMERCE.

The ACTING COLONIAL SECRETARY, in transmitting on April 30th a letter from the Hongkong Chamber of Commerce regarding the medical inspection now in force in the colony, said—His Excellency the Officer Administering the Government would be glad to learn, as soon as possible, whether upon further consideration and in view of the results up to date of such medical inspection, the Sanitary Board is of opinion that medical inspections should continue to be carried out.

The letter from the Hongkong Chamber of Commerce, signed by Mr. R. Chatterton Wilcox (secretary) and dated April 22nd, was as follows:—"The great inconvenience to which the travelling public are subjected in consequence of the enforcement on the river steamboats running between this port, Macao, and Canton of the medical inspection of all passengers, has been brought to the notice of this Chamber. My committee understand that since this examination was instituted on the 11th inst. by the Sanitary Board only one case of plague has been discovered on any of the steamers, and that case at the commencement of these regulations. If this be the fact, they would respectfully suggest that the detention of the steamers for an examination which is practically resultless might either be discontinued or that some modification of the regulations might be made that would render the examination less inconvenient to the steamboat companies and their constituents."

The following minutes were appended:—

The MEDICAL OFFICER OF HEALTH—No information is vouchsafed as to the nature of the alleged inconvenience. If the system was properly organised as urged repeatedly by me, there would be no inconvenience.

The PRESIDENT—As these two ports have been declared infected medical inspection must necessarily take place. (See Quarantine Regulations, April 11th, 1897.) A modification of the regulations might be permitted in allowing the Canton and Macao steamers to proceed to their wharf and be there medically inspected. Then the European passengers could come off at once and the Chinese as soon as they have been examined, instead of having to wait until all have been examined. Two cases of plague have occurred already, one from the *Fatshan* and one from the *Chihli*.

Mr. EDE, the MEDICAL OFFICER OF HEALTH, and the ACTING REGISTRAR-GENERAL, were in favour of the President's suggestion.

The DIRECTOR OF PUBLIC WORKS thought the inspection should be discontinued.

The CAPTAIN SUPERINTENDENT OF POLICE observed—Was the *Fatshan* case really plague? I think that whatever value the inspection might have before Hongkong was itself infected it is simply waste of time and energy and money to continue it when we are and have been infected for a considerable time. Dr. Home, who is on this work, would be far more usefully employed on shore. There are heaps of work for him to do and no one to do it.

A discussion ensued.

The PRESIDENT said that in addition to the two cases of plague mentioned by him one case of smallpox was discovered. The *Fatshan* case was undoubtedly a case of plague; it was certified by Dr. Lowson as such. The man died on the way down from Canton.

The ACTING REGISTRAR-GENERAL—What was done with the ship and passengers?

The PRESIDENT—The passengers were medically inspected by Dr. Jordan that morning.

The ACTING REGISTRAR-GENERAL—After the cases had been discovered?

The PRESIDENT—Yes.

The ACTING REGISTRAR-GENERAL—Is not your suggestion that the steamer should go to the wharf?

The PRESIDENT—Yes.

The ACTING REGISTRAR-GENERAL—And passengers be examined as they leave the gangway?

The PRESIDENT—No, on board the steamer. There will be a police officer in charge of the wharf.

The CAPTAIN SUPERINTENDENT OF POLICE said he should like to point out that as by law these places had been declared infected, vessels coming from these places were bound to go into the quarantine anchorage, but there was such a thing as making a modification of the law, and it would be a very simple matter to withdraw the quarantine laws and withdraw the doctor and put him on other duty. He thought that now they were getting 39 or 40 cases a day it was like looking for a needle in a bundle of hay to try to pick a solitary plague patient out of 1,900 or 2,000 passengers. He thought the time had got beyond the stage for the medical inspection of steamers from Macao and Canton. He believed Dr. Home would be far better employed doing his daily work and allowing Dr. Thomson, who had got more work than he could get through, to devote his time to the Tung Wa Hospital and the branch hospital and the hospital at Kennedy town. He begged leave to move that the Government be asked to discontinue the medical inspection of vessels coming from the ports named.

The DIRECTOR OF PUBLIC WORKS, in seconding, remarked that a passenger who came down in a vessel from one of these places told him the inspection was a thorough farce. There were some 2,000 passengers on board, and to have inspected these passengers thoroughly would have taken many hours. No good was done by the passengers passing the doctors as quickly as they could, and considerable inconvenience was caused to the passengers and to the owners of the steamers.

The PRESIDENT proposed as an amendment that the Government be written to in the sense of his minute. With reference to the remarks of the gentleman who seconded Mr. May's motion, he must say that he did not know what grounds he had for stating that the inspection was a thorough farce. He did not know whether he meant medically, because he (the President) was more or less responsible; as the doctors received their instructions from Dr. Jordan at his (the President's) written request.

The CAPTAIN SUPERINTENDENT OF POLICE—How long do you think the medical inspection of 1,800 passengers would occupy in the ordinary course if thoroughly carried out?

The PRESIDENT—I think they might be examined for the purpose of detecting plague or smallpox in three hours.

The CAPTAIN SUPERINTENDENT OF POLICE—One minute each.

The PRESIDENT said they could examine four or five in a minute. There were two doctors employed—one in the morning from six to nine, and he knew he frequently finished his work before nine; and another who was employed from half past two to six. He did not know so much about the latter. He did not know how long it took him, but he had frequently seen the other one at the hospital before nine o'clock, and he had then examined all the ships that required examination.

Mr. EDE, in seconding the amendment, said that having declared these ports infected he did not see how they could go back, though he would like to see a modification of the regulations.

The amendment was carried.

COMPENSATION FOR CUBICLES DESTROYED.

The CAPTAIN SUPERINTENDENT OF POLICE wrote on April 27th:—"I have had the attached list of cubicles and cocklofts which have been removed, and I believe for the most part destroyed, by the cleansing gangs in No. 9 health district, drawn up from the register kept by the Police Sergeant in charge of the gangs. In view of the fact that the inhabitants in the locality are very poor, I think the Board should take into consideration whether it should not recommend some compensation for at any rate the cubicles destroyed. The cocklofts were no doubt all illegal and no compensation should be made for them. I mentioned the matter to Mr. Bryan, and I gathered he was in favour of compensation, but I think this paper (if the Board is prepared to entertain the question of recommending compensation) should be sent in the first instance to Mr. Bryan for his views. It should be remembered that rice is very dear.

Minutes appended:—

The MEDICAL OFFICER OF HEALTH submitted that this be sent to Mr. Bryan in the first instance, as he was the inspecting officer in charge of No. 9 Health District. The only difficulty that presents itself to

my mind is that exception cannot well be made in respect of one health district. The whole colony must be treated alike in such a matter as this, and personally I would prefer to use the money spent on the erection of clean cubicles (of new wood) in the place of those which have been demolished. In the district in which I have been acting as inspecting officer scarcely any cubicles have been demolished at all, as I recognised that they were the homes of the Chinese families, and their retention was as far as possible absolutely necessary, but I have not hesitated to condemn many cocklofts in rooms in which cubicles existed, and for these cocklofts I agree with the Vice-President no compensation should be given.

The PRESIDENT—I am in favour of recommending that compensation should be granted for cubicles destroyed.

Mr. N. J. EDE—I am in favour of re-erecting cubicles of new wood rather than giving money compensation, but there is no doubt the whole colony must be treated alike where it is ascertained that the people are too poor to re-erect the cubicles themselves.

The MEDICAL OFFICER OF HEALTH—If money compensation is given cubicles composed of old and rotten woodwork will be re-erected. Let the board erect cubicles properly arranged and of new wood by contract in such cases.

The DIRECTOR OF PUBLIC WORKS—I am in favour of re-erecting the cubicles—no money compensation.

The CAPTAIN SUPERINTENDENT OF POLICE—I recommended money compensation because the cubicles have all been replaced already. The people can't live without them. Mr. Bryan's report is required. In 5 and 6 health districts few cubicles have been destroyed, and they were the property of persons who could quite well afford to erect new ones. The worst were found in sly brothels.

A discussion ensued.

The PRESIDENT—These papers have been before you, and the general opinion appears to be to grant compensation for cubicles destroyed.

The ACTING REGISTRAR-GENERAL said the people whose cubicles were destroyed were not altogether penniless. They did not find penniless tenants going to the expense of putting up cubicles. A man put them up as a speculation, and if he did not keep them in repair he ought to pay for it.

The ACTING SECRETARY read a report from Mr. Bryan, who said he was certainly of opinion that compensation should be granted to those persons who could not afford to re-erect their cubicles. From enquiries he had made the percentage of such persons would be very small. When new ones had been erected in place of those pulled down it only showed that the people were able to pay for their re-erection. If the Board decided to compensate the owners of the cubicles pulled down there were three points which should be considered. One was that some of these cubicles were removed on account of their having cock-lofts over them. Then orders were given by him that all good wood should be given back to the owners, and he had since ascertained that this had been done. Then in a number of cases it was found that the cubicles had already been taken down and the wood taken away. No doubt these old cubicles would be re-erected. He thought 300 was a fair estimate of the number ordered to be taken down, but for the reasons stated above the number to be considered in any claim for compensation would be somewhat less.

Mr. EDE—Will it be possible to know who are and who are not able to pay for the re-erection of their cubicles? That is where I think the difficulty will come in.

The MEDICAL OFFICER OF HEALTH said he was prepared to move that this matter be considered that day three months. They had a report from Mr. Bryan in which he said some of these cubicles were illegal. Some of those destroyed were insanitary and should not have existed, and they learned that in the majority of cases the cubicles had been re-erected by the tenants. The fact that they had been re-erected only showed that the tenants were not so poverty-stricken as one would suppose. The argument brought forward by the Captain Superintendent of Police, who suggested the giving of compensation, was

that practically there was a rice famine at the present time. He had made enquiries and had found that strictly speaking, there was no rice famine at all. There had been a corner in rice in Canton with the result that the price had gone up slightly. The price of rice at the present moment was 20 catties for the dollar. Last March it was 18 catties, so that evidently the corner was broken. Last year was a prosperous year and 22 catties were sold for a dollar. Comparing last year with the present they said that rice had gone up from 22 catties per dollar to 20 catties per dollar, which was a very small rise in price. The difficulty which he foresaw in giving money compensation was that it would be almost impossible to prove the ownership of these cubicles. They would have claims coming in from different people for the same cubicle and having once paid one claim, whether right or wrong, it would not be possible to pay others. Unfortunately the Chinese names were so much alike and there were so few of them distributed among so many that Mr. Kwok So and So might be duplicated a hundred times over. He begged leave to move, with the view to more mature consideration, that the matter be considered that day three months.

The CAPTAIN SUPERINTENDENT OF POLICE said there was not a word in his communication about a rice famine. He said, "In view of the fact that the inhabitants in the locality are very poor, I think the Board should take into consideration whether it should not recommend some compensation for, at any rate, the cubicles destroyed." He did not say anything about the dearness of rice. He should just like to mention that No. 9 district was the only district in the city where there had been an extensive removal of cubicles and destruction of the same. Dr. Clark, he thought, had mentioned that in the districts he was working he had hardly had any cubicles destroyed. The people in No. 9 district were very poor, and in his opinion they really ought to be compensated. He did not think it would be so difficult a matter as Dr. Clark thought. The police knew pretty well the houses and the people where the cubicles had been removed. They could say how many cubicles were to be compensated for and how much they were going to give for each cubicle, and a police inspector and an officer of the Board could be sent round to doll out the compensation. The whole thing could be done in a day and it would be finished. Therefore, if they were going to do it at all, they ought to act on the old Latin proverb and do it at once.

The PRESIDENT—No one has seconded Dr. Clark's motion.

The ACTING REGISTRAR-GENERAL—I second it. If you do provide compensation for disturbance it may have a good effect, but I do not think it has been shown yet that the people who put up these cubicles deserved to be compensated.

On the matter being put to the vote three voted for and three against, whereupon the President gave his casting vote against.

The CAPTAIN SUPERINTENDENT OF POLICE—As the majority of the Board seem in favour of recommending the Government to grant compensation I beg to suggest that the paper be referred back to Mr. Bryan and myself for a report in order to put the thing in some definite shape.

Mr. EDE seconded and the motion was carried.

A WISE PRECAUTION.

The ACTING SECRETARY submitted correspondence re the advisability of the removal of cattle sheds and swine pens from near the temporary branch Tung Wa Hospital, and on the motion of the Captain Superintendent of Police, seconded by the President, it was decided that the secretary should communicate with the owner of the adjoining property and ask if he will allow the pig pens to be placed there temporarily.

APPLICATION FOR A MAT-SHED LODGING HOUSE AT COSMOPOLITAN DOCK.

An application for permission to erect a mat-shed at Cosmopolitan Dock to be used as a lodging house for employes has been received. The request has been circulated among the members of the Sanitary Board and the replies show them to be favourable to the application.

The MEDICAL OFFICER OF HEALTH said he was strongly opposed to granting this license.

A large number of new houses were being built and old houses were being pulled down and there was no reason why the employés at the Cosmopolitan Dock should not occupy these new houses. To some extent it was a question of public health. Why should they as a Board when private individuals were building new houses in a village which was rapidly becoming important go and license a mat-shed for the housing of a large number of employés such as those at the dock. He proposed that the application be refused.

The ACTING REGISTRAR-GENERAL seconded and the motion was carried.

DEFECTIVE DRAINAGE.

The Surveyor has reported on the defective drainage at "Beryl," Garden Road, Tsui-Sha-Tsui. He pointed out what required to be done, and suggested that one month should be allowed for the completion of the work from date of service of notice.

On the motion of the PRESIDENT, seconded by the MEDICAL OFFICER OF HEALTH, it was decided to serve the notice mentioned.

REPORT OF THE SURVEYOR.

In this report for the quarter ended March 31st the Surveyor says:—

1.—Plans have been deposited for the re-drainage of 146 houses, plans for 509 houses were carried forward from 1897, making a total of 736 in hand during the quarter.

2.—The re-drainage of 130 houses has been completed and the plans for eight houses cancelled, leaving 598 to carry forward.

3.—Repairs to drainage arrangements have been carried out in 41 instances, and 68 houses are carried forward. This makes a total of 109 houses in hand for repairs during the quarter.

4.—Thirty certificates have been granted under section 74 of Ordinance 24 of 1887 to 109 new buildings and three additions that they have been built in accordance with the provisions of that Ordinance.

AN INFECTED AREA TO BE DECLARED FREE.

The COLONIAL VETERINARY SURGEON, in a communication dated March 31st, recommended for the consideration of the Sanitary Board that the premises used as cattle sheds at Sassoon's Villa, Pokfulam, which were declared an infected area by the Board on March 3rd be now disinfected and declared free from disease on Monday, April 4th, if the disinfection could be finished by that date.

On April 4th the C.V.S. further reported that the disinfection of the premises had been completed to his satisfaction.

The ACTING REGISTRAR-GENERAL minuted on April 21st—Why was the consideration of the C.V.S.'s report postponed so long; the report is dated March 31st?

On the motion of the MEDICAL OFFICER OF HEALTH seconded by the CAPTAIN SUPERINTENDENT OF POLICE, the recommendation of the Colonial Veterinary Surgeon that Sassoon's Villa be declared free from infection of rinderpest was adopted.

THE MACAO MORTALITY RETURNS.

The mortality returns for Macao for weeks ended the 17th and 24th April had been circulated. They showed 80 deaths from plague in the two weeks.

The PRESIDENT minuted—I am of opinion that all immigration of Chinese should be stopped from Macao, more especially as on the 18th of May there is to be held the 4th centenary of the discovery by Vasco de Gama of the sea route to India. On this occasion there is sure to be a great influx of Chinese into Macao from the outlying districts, many of which are infected with plague. To my knowledge four extra large Chinese theatres have been erected there to accommodate the crowd that is expected.

The MEDICAL OFFICER OF HEALTH—I agree with the President.

The following discussion ensued the submitting of the above by the Acting Secretary:—

The CAPTAIN SUPERINTENDENT OF POLICE—I think it is rather late in the day to interdict immigration.

The PRESIDENT—I move that the attention of the Government be drawn to the fact, and that the Board recommends that during the week in which the 18th of May occurs all immigration of Chinese from Macao be stopped.

The MEDICAL OFFICER OF HEALTH—Or a fortnight?

The PRESIDENT—Well, a fortnight; and I might include Canton.

The MEDICAL OFFICER OF HEALTH thought Macao would be sufficient. After their experience of the Races, and especially when they saw there had been 50 deaths from plague in one week in Macao, he thought it would be very dangerous to allow free immigration from Macao during the period in question. He seconded the President's proposition.

This was carried.

The Board then went into committee to consider the report of the Insanitary Properties Commission.

THE PLAGUE

The number of plague cases reported last week was 164 and the deaths 133.

THE WATER SUPPLY.

We are indebted to the Hon. R. D. Ormsby, Director of Public Works, for the following report on the water supply:—

On 1st May, 1898, the water in Tytam Reservoir was 35 feet 10 inches below the overflow, representing a storage of 166,275,000 gallons, while the water in Pokfulam Reservoir was 14 feet 6 inches below the overflow, representing a storage of 34,693,000 gallons. The total storage was thus 200,968,000 gallons.

The following are the figures on the corresponding dates last year.

	Level.	Storage.
Tytam	28 feet 4 inches	229,200,000
Pokfulam ...	22 feet 2 inches	20,079,000
		Total 249,279,000

The total consumption for all purposes during April was 93,280,000 gallons with an estimated population of 177,450, an average daily consumption of 17.1 gallons per head.

For the corresponding period last year the total consumption was 90,810,000 gallons or an average daily consumption of 18 gallons per head for the population of 169,000.

The Government Analyst reports the water of excellent quality.

THE DEATH OF SISTER GERTRUDE.

PULPIT REFERENCE AT THE CATHEDRAL.

In his sermon at St. John's Cathedral on Sunday morning, 8th May, the Rev. R. F. Cobbold, preaching from the text "And they constrained Him, saying, 'Abide with us,'"—St. Luke, xxiv., 29—made touching allusion to the death of Sister Gertrude (Miss Ireland.) Human sorrow, he said, is a great revealer. It reveals to us our real selves and shows us our greatest needs. It reveals to us our true friends, and draws them nearer to us. It reveals to us the sympathising presence of the Divine Comforter and makes us constrain Him to "abide with us." "In the multitude of the sorrows that I had in my heart Thy comforts have refreshed my soul." The events of the past week have strongly emphasised what was said here last Sunday evening about singleness of heart, about the readiness to be offered, about the danger we are in, about the necessity of the sacrifice of life, and God's acceptance of it. We thought, it may be, that the sacrifice of one good life was enough; but our Heavenly Father has asked for a further sacrifice; and many hearts are sad to-day that they have lost a true friend who patiently did the Saviour's work, a greatly gifted minister of love and gentleness. "God's type of a perfect woman"—those are the words of a grateful patient whom Sister Gertrude nursed—a faithful soul, "ready to depart and to be with Christ," and yet, like St. Paul, wishing to abide in the flesh because it was "more needful" for us. Goodness always attracts love, and long will the hearts of those who loved her—loved her for her sterling worth, loved her for her kindly work—

grieve that she is gone, no more to glad this world of ours by her pure, unselfish, life and love. How greatly we hoped, and prayed, that she might be spared to us. Like the disciples at Emmaus, we desired her to abide with us. But, like them, we were thinking only of the bodily presence. She had become dear to us, and we thought we could not part with her when she "made as though she would have gone further," and we constrained her, saying, "Abide with us." And brethren, does she not abide? Christlike, her spirit cries, "I will never leave you nor forsake you." There is a great principle of unity running through life not only through the natural, but through the spiritual also—it is the principle of the Resurrection. She "being dead yet speaketh." Nothing can undo the good she did, or take away the memory of her that remains. "A good life hath but a few days; but a good name endureth for ever." Her influence, her work, her life remain, because they were like the influence and the work and the life of Christ. They abide as an example for us to follow, as a help and comfort in tribulation, as a light shining in a dark world "until the daybreak and the shadows flee away." O that we may know and understand this power of the Resurrection. To-day our Lord Jesus Christ draws near to us and says, "What manner of communications are these that ye have one to another as ye walk and are sad?" And as we constrain him to abide with us, and bravely say

I fear no foe with thee at hand to bless,
Ills have no weight and tears no bitterness,
Where is death's sting? Where grave thy victory?
I triumph still if thou abide with me.

He shows us that He is alive for evermore, and gives us power, like him, to suffer and be strong. "Therefore, brethren," as St. Paul wrote, to the Thessalonians, "stand fast and hold the traditions which ye have been taught. Our Lord Jesus Christ Himself, and God even our Father, which hath loved us and given us everlasting consolation. . . comfort your hearts and stablish you in every good word and work."

LAUNCH OF A SIAMESE CRUISER AT KOWLOON.

A steel gun-boat built to the order of the Siamese Government by the Hongkong and Whampoa Dock Company, Limited, was successfully launched at Kowloon on 10th May. The vessel, which is intended to be fitted with a four-inch Armstrong gun and four small quick-firers, is 148 feet in length, beam 23 feet, depth 11 ft. 3 in. The engines are triple expansion, direct acting, surface condensing. Cylinders 13 inches, 21 inches, and 35 inches; length of stroke 24 inches. There are two boilers of mild steel of the multitubular cylindrical type, nine feet in length and eight feet three in diameter, the working pressure being 170 lbs.

All the steamers in the dock were decked with bunting in honour of the occasion and there was a large attendance of spectators, among those present being Mr. G. B. Dodwell (chairman of the Company) and Mrs. Dodwell, Captain Goddard, Mr. Macdonald, who has been watching the building of the vessel on behalf of the Siamese Government; the Hon. C. P. Chater, Siamese consul; Mr. D. Gillies, chief manager; Mr. L. Cooke, assistant manager, and Mrs. Cooke; Mr. Mumford, Lloyds Surveyor, and Mrs. Mumford; Mr. Stanbury, Assistant General Surveyor for Lloyds; Mrs. C. Ford; Mr. Ramsey, Superintendent for Messrs. Butterfield and Swire; and others.

Mr. Gillies handed a mallet to Mrs. Dodwell, who cut the ropes, she at the same time breaking a bottle of champagne on the forepart of the vessel, which gracefully glided into her future element accompanied by the cheers of the spectators.

An adjournment was then made to the office of the assistant manager, and here Mr. Gillies, in felicitous terms, proposed the health of Mrs. Dodwell and "Success to the cruiser," Mr. Dodwell responding.

Mr. Stanbury, in proposing the health of Mr. Gillies and "Success to the Dock Company," complimented the Dock Company on the work they were able to turn out, expressing the

opinion that it was the best he had seen since he had left England.

Mr. Gillies having thanked Mr. Stanbury for his highly complimentary remarks the proceedings terminated.

ROYAL HONGKONG YACHT CLUB.

The closing cruise of the season took place on Sunday, the 8th May, in very fine weather, the Commodore and fleet leaving the Club moorings about one o'clock and sailing over to the north side of Stonecutter's Island, where they anchored for tiffin. About half-past three a ladies' race was started, course round Stonecutter's Island. The boats finished as follows:—

	H.	M.	S.
Erica, Mrs. Denison	4	36	25
scratch, second prize.			
Tamar's Cutter, Mrs. Gray	4	38	8
received 2½ min., first prize.			
Maid Marian, Miss Purden	4	39	35
received ½ min.			
Payne, Mrs. Bagnall Wilde	4	40	35
received 2½ min.			
Sybil, Mrs. Koe	4	42	54
received 2½ min.			

The Actice and Phoebe went the opposite way round to the others, but did not gain thereby. The Meteor, Chanticleer, She (late Aileen), Doris, and Seabreeze also took part in the cruise, but did not race.

The draught of the Phoebe had been increased to about 4 ft. 3 in., and appeared to go much better for it in the good breeze, but she is scarcely quite good enough yet for the Championship next year.

THE ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR MAY.

The second of the series of monthly competitions for the Captain's Cup for 1898 was brought to a close on Monday. The prize is represented by a pair of handsome silver gilt "rummers," the gift to the Club of Mr. Thomas Jackson. After a wonderful spell of cool weather, the hot season is again on us, and the competition has been held under brilliant sunshine, tempered, however, to some extent by a breeze in the Valley, which has made it less trying to players than might have been expected. A large number of entries were made for the Cup, and 17 subscribed to the Pool.

The links, though very dry, were in good order and the greens generally keen and true.

We are pleased to see several young members showing to the front, and returning carefully played rounds, the winners of the Cup and Pool in both instances distinguishing themselves. Lieut. Des Vœux, a relative of a recent golfing Governor, is to be congratulated on his success, and it brings back pleasant memories of several members of his Corps who in the past have been prominent, not only as players but also as office-holders of the Club, to find another R.E. worthily maintaining the reputation of his predecessors. The winner of the Pool would have bettered his score by about 2 strokes had he and his companion not finished almost in the dark, whilst the latter should have lowered his return by at least 4 to 5 strokes.

Considering the numerous entries for the Cup the cards returned were very few in number, and it may be as well to again remind members that those not making returns render themselves liable to have their handicaps handed by the Committee at any time.

The following are the returns handed in:—

Lieut. Des Vœux, R.E.	94	11	83
Mr. G. Millward	96	12	84
Mr. H. L. Dalrymple	95	8	87
Mr. C. W. May	87	0	87
Dr. J. A. Lowson	90	0	90
Mr. E. F. Mackay	105	15	90
Mr. G. Stewart	93	3	90
Mr. G. T. Veitch	109	18	91

28 entries.

POOL.

Mr. E. R. Morris	93	14	79
Mr. P. de C. Morris	99	13	86
Com. Taylor, R.N.	97	11	86
Mr. G. T. Veitch	104	18	86
Mr. H. L. Dalrymple	97	8	89

Mr. C. W. May	89	0	89
Dr. J. A. Lowson	90	0	90
Mr. G. Stewart	93	3	90

17 entries.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

SUNDAY EXCURSIONS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—There is so little escape from Hongkong during the summer for men busily occupied throughout the week that I am induced to ask, through your columns, if it is impracticable for some of the local Steamship Companies to give occasional Sunday excursions, say, to Macao, or to a point fifty or sixty miles distant, and return, at charges commensurate to the means of all, with special allowances for family parties, with refreshments on board, but the option reserved to passengers to make provision for themselves if preferable.

Why should not that really comfortable and spacious steamer *Honam* be despatched to Macao at 9.30 a.m. on Sunday, returning at 4 p.m., in preference to idly simmering alongside the wharf? I am sure, from my personal knowledge, that the popular and ever genial Captain Goggin will not grumble, because he will enjoy the breeze as much as his passengers; with the addition of a few old-time yarns. The venture may not be profitable to the H.K.C. & M. Steamboat Co., but what is that to an undertaking that receives such material public support? A mere graceful acknowledgment of benefits received.

That these excursions would soon become exceedingly popular goes without saying, and particularly so if facilities are offered for families of which those of the most limited means may avail.—I am, &c.,

DIOGENES.

Hongkong, 9th May, 1898.

THE DEFENCE OF HONGKONG.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR,—I note that those in authority at home seem to treat the matter of the defence of Hongkong as one that can be dealt with leisurely, if dealt with at all. Further, there is a distinct leaning in some high quarters to the opinion that the placing of the colony in a position to repulse an attack in force would be such an expensive matter that it is better left alone and our fleet in these waters trusted to see that a descent on this outpost of the Empire is prevented, or defeated. I would therefore like to point out the following facts, and as I have, I think, to your own personal knowledge, been largely instrumental in calling the attention of the public and the authorities both out here and at home to the urgent necessity of safeguarding the colony from such an attack, I may, I hope, now succeed in convincing at least some of them that it need not be such an expensive or impossible matter as has been stated to be the case.

Firstly, as to the urgency of the case, none but the most obtuse will need convincing, when wars are sprung on us most unexpectedly nearly every year (such as the Franco-Chinese War, the Chino-Japanese, the Greco-Turkish War, the Spanish-American War, not to mention numberless minor ones) which threaten to draw the whole world into the turmoil of strife.

Secondly, as to the fleet being required to hang around and protect the colony in the event of war, such a proposition is to put the cart before the horse, or worse, for it is requisite that the colony should be in a position to render the fleet mobile and capable of keeping the sea free for our merchant vessels, adding immensely to the navy's effectiveness both as an arm of defence and offence, and not be the reverse, a source of anxiety and weakness to the admiral in charge of the station.

Thirdly, that half a loaf is better than none, so that if the colony's defences were only slightly strengthened we might be thankful for even that, but much more might be done at a comparatively small cost, for the surrounding country favours defensive tactics, from its hilly nature. I would suggest that the garrison

should be strengthened by at least 1,500 men and that redoubts should be built on the surrounding hill-crests, especially on the Kowloon side, and manned by these troops, armed with machine guns and field pieces, each redoubt to be manned by from 100 to 200 men and the redoubts so placed as to mutually support one another. At least two redoubts are required on the hills on the Kowloon side which command the Lysemoon fort. These redoubts will be so placed that reliefs may be thrown up into any one, or two, which may be hard pressed, the men for that purpose being drawn from points where their services are not immediately required and moved by steam-launch to the nearest point on the shore to the redoubt they are to strengthen. The health of the troops living on these hill-crests should be excellent, and it would be open to make constant transfers from the low levels to the high, if required, to give all a chance to recuperate from the enervating effect of the climate below.

The defeat of our troops at Majuba Hill in the Transvaal is evidence of what a handful of men well placed may do in repelling a large force, and all history, ancient and modern, teaches the same lesson.

As to the shelling of these positions by an enemy, I would beg to point out that the enemy would only be able to attack from one side and that if the fire became hot all our men would have to do would be to spread out and keep just below the crest of the hill, allowing the shot and shell to whiz harmlessly past or bury itself as harmlessly in the soil on the other side. Most of the hills are so elevated that the enemy would either not be able to shell the crests at all, the guns requiring too much elevation, or they would have to retire to a distance in order to get the required elevation.

As regards the financial aspect of the question, the cost would not be immense, and the Indian Government might be well called upon to pay at least half of the expense, considering that Hongkong is really a frontier station of India, being its eastern bulwark; further, half of the trade is Indian, carried on by Indian merchants, and India contributes at present nothing to the cost of the garrison and nothing towards the upkeep of the Navy.

Hoping that these suggestions may be fruitful in time, when that slow moving body Officialdom stirs itself, I am, etc.,

WIDEAWAKE.

Hongkong, 12th May, 1898.

THE STEAMER "PEIYANG" ON FIRE.

Shanghai, 5th May.

The German steamship *Peiyang* (Capt. Köhler), belonging to the China Coast Navigation Company, Hamburg (Messrs. Siemssen & Co., Agents), had an exciting experience on her last voyage from Hongkong to Shanghai, which she reached yesterday morning. She left Hongkong on the 28th ultimo, at 3.30 in the afternoon, with a full cargo of general merchandise, and called in at Aberdeen where she took on board 28 cases of cartridges for the Shanghai Municipal Council and 2,000 pounds of dynamite for the Imperial Chinese Customs. The cartridges and dynamite were stored in the afterhold. In her forehold she had a large quantity of saltpetre and 30 hogsheads of alcohol (spirits of wine), and in her 'tween-decks a great mass of miscellaneous cargo, including a great many packages of common cheap European matches, having, in fact brought on the cargoes from Europe of two of the Kingsin Liners, and of the Austrian Lloyds and Italian Navigation Company's steamers. The weather was rough and the vessel underwent a considerable amount of pitching about in the first part of her voyage, until at 4.40 p.m. on the next day (the 29th), just after passing Namoa, it was discovered that the cargo in the main 'tween-decks was on fire. Captain Köhler immediately decided to run in-shore, and made for Owick Bay, where he anchored at 5.30 p.m. in three-and-a-half fathoms of water. By this time the fire had obtained a strong hold on the vessel's iron decks, part of which, over the location of the outbreak, which was on the starboard side, well forward of the wheel-house and bridge, became buckled, whilst the

teak deck above was charred. After considerable difficulty two lines of hose were got to bear on the fire through holes out in the iron deck, while buckets of water were plied vigorously through the small space that was opened in the hatchway; but otherwise all air was kept from the hold. The fact of the ship being so full of cargo, and provided with heavy iron decks beneath the teakwood, made the work of the ship's company more difficult, while the reflection that such a large amount of inflammable and explosive cargo was on board did not add anything to their comfort. It was seen at once that the fire was serious and Captain Köhler decided to jettison the dynamite, which was done. The cartridges were not touched. There was only one European passenger and a few Chinese on board, but seeing the admirable discipline and the ready resources for extinguishing the fire, there was no great excitement; and all the officers and men worked with a steady determination, which insured their ultimate triumph over the most awful horror of the sea. But it was not until noon on the 30th that the fire was completely extinguished, after a great deal of water had been poured into the 'tween-decks and lower hold. The charred and smouldering parts of the cargo were cleared away in the afternoon and the vessel proceeded on her voyage at 4 o'clock on the morning of the 1st instant, reaching Woosung on Tuesday afternoon. An examination of the ship to-day shows how extensive the fire was, and it speaks volumes for the energy and courage of officers and men, that they successfully combatted this terrible danger, and brought their ship safely to port. Captain Parker, the Bureau Veritas Surveyor, made a minute survey to-day, the result of which we have not yet heard; but the deck, which is composed of soft iron, overlaid with teak, is buckled in several places, and the teak covering destroyed, while a few plates will have to be replaced. The vessel herself, beyond these injuries, is undamaged, but the value of the cargo destroyed by fire, smoke and water is very considerable.—*China Gazette*.

JAPAN AND CHINA.

A telegram from Peking, dated 5.40 a.m. on the 26th April, says:—

"At the instance of the Japanese Minister Plenipotentiary, the Chinese Government has engaged that no part of the province of Fuhkien shall ever be ceded to a foreign Power."

Fuhkien, as our readers doubtless know, is the part of the mainland lying opposite to Formosa. If the telegram be correct, it follows, therefore, that Japan has adopted the method of Great Britain and France, and has obtained a guarantee that the portion of the Chinese empire in which she is most interested shall not be alienated. What the value of such guarantees may be, it is difficult to say. It appears rather a superfluous kind of arrangement that the Government of a country, at the instance of another State, should promise not to do something which its own interests forbid it to do. But the truth is that these engagements to which China pledges herself are intended to be a kind of polite method of delimiting spheres of influence, and the Japanese nation will doubtless feel now that it has obtained a recognised footing in any council for the partition of China; or, perhaps we should rather say, for her preservation.—*Japan Mail*.

A remarkable report reaches us from a trustworthy source, though we have not as yet been able to secure its confirmation. It is that Japan has obtained China's consent to lease either Amoy or a port in the immediate neighbourhood of Amoy as soon as Weihaiwei is evacuated. China has made this concession to Japan as a return for the assistance afforded in contracting the latest loan, when Japan took up £2,000,000 worth of bonds through the Yokohama Specie Bank. We are informed that not only Great Britain, but Russia also, have approved of this arrangement, and that negotiations are now being carried on with Germany and France.

If it were not that the story comes to us on very good authority, we should be inclined to altogether discredit it, seeing that no other Power has ventured in any of the recent negotiations to ask for the lease of a Treaty port. If, however, the Powers agree, we presume there is little to be said, though it is not difficult

to foresee many complications likely to ensue. Marquis Ito will certainly score heavily against his critics if the news should ultimately be found correct.—*Kobe Chronicle*.

The following telegrams appear in Japanese vernacular papers:—

Peking, 26th April.

The concessions made to Japan in Fukien province will not be leased but transferred.

The prohibition on the export of Chinese rice will be removed whenever the Japanese crop fails.

Mining facilities will be given to Japanese acting in partnership with Chinese.

The European Powers have raised no objection to these concessions.

Tokyo, 27th April.

It is learned from a trustworthy source that in the negotiations with the Chinese Government in regard to the concessions demanded by Japan, the Chinese Government declined to agree to remove the prohibition on the export of rice. The Japanese Government having taken into consideration the whole of the circumstances, has decided not to insist on China's acquiescence on this point.

THE BENNERTZ CASE SETTLED.

Shanghai, 9th May.

At last the Bennertz case is settled, as we announced last week it would be within a few days. To-day H.E. Tsai Taotai paid into the British Consulate the sum agreed upon between him and Mr. R. W. Mansfield, Consul, and Mr. Jas Scott, Vice-Consul, who have been working hard for months past to bring this most troublesome suit to an end. To these gentlemen full credit must be given for doing what at one time seemed an impossibility, and they must be congratulated upon the successful result of their labours. The cheque paid into the Consulate to-day was for Tls. 65,996, which makes Tls. 72,180 paid by the Taotai in all, counting the Tls. 6,184, realized by the sale of the wreck of the s.s. *Kiangning*, which we think is a fair and equitable settlement. Mr. Bennertz by arrangement with his creditors and with the permission of the Court, gets ten per cent. of the gross amount paid. The steamers are now to be handed back to the Chinese officials, and we trust we have heard the last of this *cause celebre*.—*China Gazette*.

SOUTH FORMOSA.

[FROM A CORRESPONDENT.]

It is not at all improbable that we may soon witness a general rising of the country people in South Formosa, on similar lines to the outbreak which occurred in the central districts of the island in June, 1896.

The feelings of the populace have been wrought to boiling point by the indiscriminate and savage butchery of innocent countrymen and helpless women and children by the Japanese soldiery in the Hozan district.

The "Tohui" (banditti) who infest the island have for some time past been particularly daring in the Hozan district, and the Japanese having traced a band to their stronghold in the hills, not more than twelve miles distant from the prefectural town of Hozan itself, sent an expedition against them.

The "Tohui" took refuge in a cave, which they held from the 19th to 21st April, and then retired without losing a man (which is admitted by the Japanese themselves) by an exit unknown to the Japanese.

The troops made several ineffectual attempts to dislodge them, but were repulsed with loss, as besides small arms they possessed a gingall, which they discharged into "the brown," of the soldiers as they advanced up the narrow path leading to the cave.

It would appear from the circumstances following that the Japanese troops, smarting under the defeat sustained, allowed their lust for blood to overcome all soldierly instincts, for on the return journey to Hozan they attacked a peaceful village called Loon-ah-tieng, situated about seven miles from the scene of the encounter with the "Tohui," and five miles from Hozan.

The inhabitants were awakened at early dawn by finding the village on fire at several

points, and, on rushing out, were shot and cut down by the cordon of troops drawn round the place.

In all there were 24 men, 2 women, and 4 children killed; to the knowledge of the villager who described the occurrence to the writer. He himself lost a nephew.

One little child, aged eleven years, was wounded in the leg by a bullet, and in crawling away was chased and killed with a sword!

Those who were too terror stricken to run the gauntlet remained huddled in groups, and for a wonder were not all massacred!

Only half a dozen houses remain of the 200 odd which formed the village and the survivors are at present sheltering themselves in sugarcane fields and bamboo-groves.

THE CAREER OF A CHINESE OFFICIAL.

A correspondent supplies us with the biography of a high Chinese official who is now one of the leading authorities on foreign affairs. This man, it seems, was born in Fatshan, and received a good education. He inherited some money, which he squandered, and being regarded by his family as a bad character he was turned out. He then came to Hongkong and set up as a fortune teller in Taipinsan, where anyone could have his destiny told by him for a few cents. Finding he could not make much in this line he returned to Fatshan, where he started an opium divan. When his friends discovered this they again tried to get rid of him, and he agreed to go away for good if he was paid Tls. 100. The money was found and the ex-fortune-teller started for Shanghai, where he represented himself as the son or nephew of the head of a large Chinese hong at Canton. While there he made the acquaintance of the European agent of one of the Banks and to him told the tale that he was on his way to Peking, but that he was prevented from going farther as a sum of \$3,000 which he was expecting daily from the firm in Canton had not arrived. He requested the banker to make inquiries of the firm—with which he knew the Bank had dealings—as to the cause of the delay. The foreigner, believing his story, as was most likely in those days, told him he need not feel uneasy and offered to advance him \$1,000 on an order from him to the firm to pay. This was all that the gentleman wanted and immediately upon receipt of the amount he made off to Shantung, where he met a clansman, who was then occupying the post of Taotai. With the money he had with him he easily ingratiated himself into his clansman's favour and obtained a post under him. When subsequently this clansman was promoted to the grade of Futai he received an order from the Throne to behead a certain eunuch who was in disgrace, but as the eunuch was a favourite of the Empress Dowager no one dare undertake the execution of the order until the subject of this biography undertook the task. He afterwards met Li Hung-chang and his promotion was then rapid. In view of the categorical and criminal nature of one of the charges made in this narrative we suppress the name of the official in question.

MACAO.

[FROM OUR CORRESPONDENT.]

MACAO, 6th May.

Since last Sunday, after the little rain we had, the number of cases of plague have been increasing alarmingly. The disinfection of houses where cases have occurred is being energetically conducted, but I have not observed that the usual precaution of using the fire engines for flushing the drains has been adopted.

On the 3rd May the disease made its appearance in the Italian Convent (Collegio da Santa Roza), where a girl twelve years of age and one of the Sisters were attacked. The patients were at once removed to the mat sheds behind the Mongha Fort, and the Right Rev. Bishop Carvalho gave instructions for all the inmates of the Convent to be transferred to the church on Penha Hill. The Sister who was attacked died yesterday.

Dr. Lourenço Marques, formerly of Hongkong, in view of the great amount of work thrown on the medical staff, has most generously

HONGKONG.

placed his services at the disposal of the Government free of charge, and Dr. Gomes da Silva, the Colonial Surgeon, has already availed himself of Dr. Marques's assistance. Everyone knows the generosity of Dr. Marques in giving his professional services to the poor whenever he is able to render assistance and his action on the present occasion will be most heartily appreciated.

The Chinese population have requested permission to conduct religious processions in order to move their gods to restore health to the colony and permission was granted for four days. There is now much noise of gong and drum.

Yesterday there were twelve new cases and fourteen deaths.

The preparations for the grand festival in commemoration of the fourth centenary of the discovery of the sea route to India by Vasco da Gama are now being conducted with less energy, so much so that I understand there is to be a meeting of the Sub-Committee on Sunday at which proposals will be brought forward to postpone the Chinese section of the programme or abandon it altogether. It would be better to adopt the latter course and apply the money to something that would be of permanent benefit to the colony. The present circumstances are not conducive to a festive state of mind, but on the contrary inspire gloom and sadness.

The Sub-Committee appointed to arrange for the erection of a combined monument to Colonel Mesquita and Governor Amaral have abandoned the idea.

MACAO, 8th May.

The Sub-Committee appointed to arrange the festivities in connection with the celebration of the fourth centenary of the discovery of the sea route to India by Vasco da Gama held a meeting to-day and the programme was reduced to the following:—Royal salutes, thanksgiving services at the Churches, placing the garland of bronze on the bust of the poet Camoes (no procession), laying of the foundation stone of the monument of Vasco da Gama, inauguration of the re-named Avenida Vasco da Gama (formerly the Campo da Victoria), and publication of a special commemorative journal. The days on which the different events are to take place will be decided hereafter.

It will be seen that there is now nothing in the programme calculated to attract the attention of the Chinese population or to lead to an influx of visitors from the surrounding country. Great care has been taken to avoid anything of that kind.

We hear that an Englishman staying at Hing Kee's Hotel at Macao, who had been gambling and lost his money, cut his throat the other day, but the wound is not expected to prove fatal.

The Bishop of Macao has issued a circular recommending that public prayers be said in the churches of Macao and Taipa on three consecutive days for the abatement of the plague, and that Mondays be observed as days of abstinence during the continuance of the epidemic.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

Plague has spread all over the City and several hospitals have been established for the reception of the sufferers. It seems that the disease is not so extensively fatal this year, for it is said that so far nearly fifty per cent. of the patients admitted to the hospitals have recovered, and in one hospital, in which there were altogether thirty-six patients, only one of them succumbed.

The Government has sanctioned the proposal of the Sansz who petitioned to be allowed to finish the reclamation work on the riger bund. A Company has been established in Po-wa-fong and will raise capital for the work by the issue of shares.

It is stated in the *Soo Pao* that, on the 1st inst., the management of the Lekin Office in Poochow was handed over to the foreign Commissioner. He is said to have appeared in Chinese mandarin attire. Red button and peacock feather!—*Mercury*.

Some commotion was caused in the city on Saturday last by the arrival of the *Hugh McCulloch* with despatches from the American squadron at Manila. The news that the Spanish fleet had been annihilated was confirmed, it being also stated that the Spaniards had lost 1,000 killed and wounded whilst the Americans had come out of the fray almost scatheless. The *Hugh McCulloch* started on her return voyage on Sunday with instructions, congratulations, and honours for Commander Dewey, the honours including his elevation to the post of Admiral. On Thursday the British gunboat *Linnæa* arrived from Manila with the Spanish and American mails. When she left on Monday things were at a standstill, the replies to Admiral Dewey's despatches being awaited. Our Tuesday morning's issue continued an account of a sad affair which took place in Caine road the previous evening, Mr. F. X. de Jesus, of 2, West Terrace, being shot by a clerk named Joan da Matta Ozorio. From the evidence given at the Magistracy on Thursday afternoon there would appear to have been no provocation whatever on the part of Mr. Jesus. On Monday the *Victor Emmanuel* was sold for \$46,500. A Siamese cruiser was launched at Kowloon on Tuesday morning.

H.M.S. *Rainbow* left on 6th May for home.

H.M.S. *Pique* arrived from Chefoo on 11th May.

Monsieur Giraud, the French Vice-Consul, goes home on leave by the next French mail, accompanied by Madame Giraud.

The Japanese cruiser *Nanisa* arrived on the 9th May from Yokohama and exchanged the usual salutes.

It is with regret we have to record that the plague has claimed another European victim in the person of Miss Ruchwaldy, aged fifteen years, who resided with her mother at No. 4, Blue Buildings. Like the rest of her family the deceased young lady was an accomplished musician.

The *Singapore Free Press* of the 3rd May says:—The steamer *Cheang Hock Kian*, which leaves this afternoon for Penang, will probably change owners on arrival there, as we hear she has been sold to Messrs. Bradley & Co., Swatow, the managing owners of the Shan line of steamers.

Mr. A. G. Romano, Consul-General for Portugal, requests us to state that the festivities of the Portuguese community of this colony in commemoration of the fourth centenary of the discovery of the sea route to India by Vasco da Gama, which were to take place at the Club Lusitano on the 17th and 18th inst., have been adjourned *sine die*.

The steamer *Suisang*, Captain Payne, which arrived on 11th May from Calcutta and the Straits, reports that on the 8th May, in lat. 11.04 N. and long. 110.18 E., she spoke the British barque *Nanaimo*, from Bangkok for Shanghai, forty-nine days out. The *Nanaimo* signalled "short of provisions" and the *Suisang* stopped alongside and put provisions into her boat.

Lieut. Newton S. Allen, of H.M.S. *Grafton*, died at Chefoo on the 3rd April of hemorrhage of the brain, caused by a tumour. The funeral took place on the 5th, and was conducted with full naval honours. The deceased officer leaves a widow, who is at present at Nagasaki, where she expected to meet her husband, the *Grafton* being due at that port shortly.

Ex-Inspector Quincey has, we learn, been offered by H.E. the Governor of Hunan the appointment of Superintendent of Police at Yochow. Mr. Quincey has accepted the appointment and will shortly proceed to Changsha. He is to train four hundred men to form the nucleus of a force which is subsequently to be brought up to a larger number.

The hearing of the charge against five men for keeping a Waising gaming house at 110, Jervois Street, was concluded at the Magistracy on 11th May. On April 19th Detective-Inspector Hanson with the aid of the detective staff raided the house and arrested five men. He found that the place had been the centre of a large business in the Waising lottery. Each of the men was sentenced to three months' hard labour and fined \$1,000 each, in default another six months. The money found in the house, which amounted to \$1,105, was confiscated.

The colonial revenue last year amounted to \$2,686,914, being \$248,091 more than estimated and \$77,036 more than in 1896. The expenditure was \$2,641,409, being \$166,499 more than in 1896. In addition the sum of \$321,705 was expended on public works chargeable against the loan.

It is notified in the *Gazette* that H.E. the Acting Governor has been pleased to appoint Lieut. Francis Shand Byam Johnson, The King's Own Regiment, to act as Aide-de-Camp vice Lieut. Thomas Duncan Leagh Whittington, who vacates that appointment on account of ill health.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following telegram giving the result of the clean-up for April:—"The mill ran 30 days crushing 2,500 tons of headings yielding 230 ounces of melted gold. Twenty-four tons of concentrates treated in Berdan pans yielding 16 ozs. melted gold."

The following notification appears in the *Gazette*:—"Whereas the practice of fishing by means of dynamite is unnecessarily destructive and is contrary to the spirit of true sport, His Excellency Major-General Wilsone Black, C.B., Officer Administering the Government, requests the inhabitants of Hongkong to abstain from indulging in the practice."

At noon on 9th May Messrs. Hughes and Hough offered for sale by auction H.M.S. *Victor Emmanuel* as she lay in the harbour, with the exception of the anchors, mooring gear, boats, and boat gear. There was a large attendance. The bidding was started at \$10,000, and the price quickly rose to \$45,000. After a slight pause \$45,500 was offered and then \$46,000, at which price the vessel was knocked down to a Chinaman.

Messrs. John D. Humphreys and Son, General Managers of Oliver's Freehold Mines, Limited, inform us that they have received a telegram from their Mr. Hart Buck, who is down at the Mines, to the effect that a crushing of 675 tons of stone from Eureka has realized 6 dwts. to the ton, and that a competent and reliable expert is now engaged in making an exhaustive examination and report on both the Oliver and Balmoral Companies' properties.

A telegram from Raub dated 4th May states:—"Crushing finished. 2,450 tons stone realised 2,222 ounces of smelted gold." The quantity of gold produced at the crushing just finished is the largest yielded monthly, yet, at the crushings. It is 2,222 ounces against 2,050 ounces at the crushing which finished on the 3rd March. The average at the last crushing is 18½ dwts. to the ton. It is slightly below the result of the crushing which finished on the 3rd March, when the average was nearly 18½ dwts. to the ton. The crushing, which finished on the 3rd April, realised 15½ dwts. to the ton.—*Straits Times*.

The American ship *Daniel Barnes*, bound from New York to Hongkong, struck upon a rock in Alus Straits, off the coast of Lombok, on the 16th April. The cargo consisted of seventy thousand cases of petroleum. Owing to water pouring into the vessel from all sides, an effort was made to discharge immediately the petroleum into *prahus*. The *Sourabaya Courant*, hears that the vessel is full of water, and is probably a total loss. But the cargo might wholly or partially be saved, if boats were sent to the wreck soon. The *Daniel Barnes* was built in 1877, was of 1,485 tons burden, and was commanded by Captain Arpe.—*Straits Times*.

Two farm labourers were charged before Commander Hastings at the Magistracy on 9th May with assaulting a widow at British Kowloon on the 25th ult. Complainant's story was that on the morning of the date in question she went to the fountain for some water and as defendants tried to push her out of the way they quarrelled. In the evening defendants came to her house. One of them threw a lump of granite weighing ten pounds at her, hitting her in the face and knocking out six teeth, and the other gave her two blows with his fist, some other men who were with them also assaulting her. She was left senseless and when she came to herself she found she was in the hospital. Corroborative evidence was given, and one defendant was sentenced to four months' hard labour and the other to two months' hard labour.

On the 9th May, by order of His Excellency the Officer Administering the Government, a lot of crown land situate in Wongnei-chong road (east of the Race Course) was offered for sale by auction for a term of 999 years. The lot contains 1,000 square feet, the annual rent is \$40, and \$1,000 was the upset price. The lot was sold to a Chinaman for \$1,820.

In connection with the arrests recently made on board the N. D. L. steamer *Preussen* at Singapore the Police, with assistance from the Hongkong and Shanghai Bank, have now counted the forged bank notes found in possession of the prisoners. Altogether the face value of the sham notes amounts to the very respectable total of \$221,015.—*Singapore Free Press*.

On Friday evening, 6th May an interesting paper on cement-tight paints, written by Mr. Marti, of the Cement-tight Works, Wanchai, was read before the Institute of Engineers by the Hon. Secretary, Mr. W. S. Bailey. Some practical experiments by Mr. Marti were carried out, including the heating to redness of an iron plate painted with cement-tight without damage to the paint. An animated discussion followed between Messrs. Ramsay, Sinclair, Winterburn, Mollison, Kinghorn, and others, a hearty vote of thanks to Mr. Marti closing the proceedings.

At the Magistracy on 11th May Ip Ka and Cheung Fung, the first a lighterman and the latter a cook, were charged on the information of Mr. Geo. Buckland, wharfinger at Quarry Bay, with stealing 1,362 lbs. of refined sugar, value \$121.72, the property of the Taikoo Sugar Refinery on Tuesday. Complainant said first defendant was master of lighter No. 11. 700 lbs. of refined sugar were placed on the lighter on the 5th inst. First defendant had the key to the hatches until the evening, when he placed it in charge of the comrade at the office. First defendant and the comrade were the only persons who had the keys. When the bags were weighed on Tuesday night they were found to be 400 lbs. short. All the crew except first defendant had bolted, and he handed him over to the police. Inspector Baker deposed to arresting second defendant, who was cook on the boat in question. First defendant was sentenced to six months' imprisonment and the second to three months' imprisonment.

The new steam launch *Wayfoong* built by the Dock Company to the order of the Hongkong and Shanghai Bank, was launched on Saturday morning, 7th May, at Kowloon Dock in the presence of a large assembly, including Mr. T. Jackson and family; Mr. D. Gillies, Chief Manager of the Dock Company; Mr. R. Cooke, Assistant Manager; Captain F. D. Goddard, several members of the Bank staff, and a number of others. The launch was carried out with complete success, the christening ceremony being most gracefully performed by Miss D. Jackson. The party afterwards adjourned to the office, where, light refreshments being served, Mr. Gillies proposed the health of Miss Jackson and success to the *Wayfoong*. The principal dimensions of the launch are as follows:—Length between perpendiculars 70 ft., breadth extreme 13 ft., and depth moulded 8 ft. Engines, compound surface condensing, with cylinders 10 in. and 20 in. and a stroke of 12 in. Boiler, mild steel, cylindrical return-tubular 7 ft. by 8 ft. constructed for a working pressure of 120 lbs.

Our attention has been called to the inconsistency of the Sanitary authorities in insisting upon such strict precautions in connection with the burial of Europeans who have died from plague while the bodies of Chinese picked up in the streets or found in houses are carried through the streets in ordinary dead-boxes with loose lids without any precautions whatever being observed in respect of them. European bodies have to be enclosed in double coffins packed with disinfectants and they are not allowed to be taken from the Hospital through Queen's Road in a hearse, but, in order to avoid all danger of spreading infection on the way, must be conveyed by water to Bowrington, where landing is often difficult on account of the shallowness of the water. At the same time the body of a Chinese who has died from plague may be found at the extreme east of the town and it is, we are informed, carried all the way to Kennedytown in an ordinary dead box. Either the precautions are in the one case excessive or in the other insufficient.

At the Magistracy on 11th May two persons were each fined \$10 for neglecting to report a case of plague. A woman, evidently very poor, was summoned for a similar offence, her husband having been attacked, and she was bound over in the sum of \$1 to be of good behaviour for a week.

Michael Real, a bombardier in the R.A., appeared before Commander Hastings at the Magistracy charged with stealing a silver chain valued at \$3.20 from a shop in Shaukiwan on the 8th instant. Defendant, who said he was under the influence of drink at the time, was given a good character by his officer. He was fined \$15.

MISCELLANEOUS.

A telegram has been received from home by a local firm stating that if the Philippines fell into the hands of the United States by right of conquest and were put up by them for sale in accordance with the Monroe doctrine the Pope was prepared to bid more than highly for them.—*Shanghai Daily Press*.

Quite a classical concert was held on board the *Empress of Japan*, on the evening of the 2nd May, several important personages, Mr. W. Pritchard Morgan, M.P., and his daughter taking prominent parts. The opening item was a piano solo, "The Bridal March" by Miss Mast, of Hongkong. The chief officer, Mr. Robinson, sang Parker's "Close to the threshold," to which Miss G. Morgan played a violin obligato. The next was a song by Miss Ellis, of London, entitled "Chanson de Florian." Then followed a whistling solo, "Caratuna," by Mr. Fairhurst, of London. Miss Morgan sang "When Daffodils unfold," and was followed by Mr. Morgan, M.P., with Pinsuti's "Queen of the earth." The second part of the programme was not so long as the first, and opened with Gillet's "Entr'acts" (Gavotte) by Miss Morgan. The same lady followed with a selected song, and Mr. Morgan gave a recitation. Miss Mast, who was the accompanist during the evening, rendered a mandolin solo. The concluding number was Hope Temple's song, "An old garden," sung by Miss Morgan.—*Japan Gazette*.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1897-98	1896-97
	lbs.	lbs.
Canton and Macao	5,948,752	6,287,826
Shanghai and Hankow ...	15,201,201	19,119,126
Foochow	12,169,708	12,749,566
Amoy	685,651	616,360
	33,996,312	38,774,818

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1897-98	1896-97
	lbs.	lbs.
Shanghai	18,823,511	18,244,214
Amoy	16,672,683	18,796,863
Foochow	7,516,903	11,405,219
	43,013,097	48,446,301

EXPORT OF TEA FROM CHINA TO ODESSA.

	1897-98	1896-97
	lbs.	lbs.
Shanghai and Hankow ...	19,462,293	22,949,123

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1897-98	1896-97
	lbs.	lbs.
Yokohama	26,870,467	27,574,153
Kobe	15,776,817	11,961,212
	42,647,284	41,635,365

SILK.

CANTON, 29th April.—Tsutles and Re-Reels.—Quotations are entirely nominal. Dealers are unwilling to sell forward and no offers are obtainable. Filatures—Have dropped another \$15 to \$25 per picul; the market, however, remains very dull, and advices from the foreign markets continue unimproved. Sales include: Wing Wo Lun 10/12 at \$720, Chun Sun Hang and Hip Sam Choy 10/12 at \$710, Cheong Kee 11/13 and Hing Loong Cheong 13/15 at \$695, Kwong King Cheong 11/13 and Yu King Lun 11/13 at \$790,

Yee Wo Lun 13/15 at \$610, Wai King Wo 18/22 at \$635. Short-reels.—Very little has been done for America; the bulk of the settlements made are for Europe. From prices paid we quote: \$675 for Chun Sun Hang and Yee Wo Loong—14/16, \$655 for Min Tai Cheong 14/16, \$645 for Yut Cheong Wo 14/16, \$590 for Tai King Cheong 14/16. Waste—Is weaker with moderate transactions. A few lots of 1st crop Silk have appeared on the market. The bulk of this crop will probably be absorbed by native consumption, as the high cost of cocoons will preclude purchases for foreign export. The second crop is reported to be progressing very well and the weather continues as favourable as possible. Stocks.—Tsutles, nil. Filatures, 1,500 bales.

SHANGHAI, 9th May.—(From Messrs. A. R. Burkill & Sons' Circular).—The tone of the London market is firm, and Blue Elephants are quoted at 10/7½. The Lyons quotation for Gold Kiling is Fcs. 26.50. Raw Silk.—Nothing doing. Arrivals, as per Customs Returns, 3rd April to 6th May are: 21 bales White, 9 bales Yellow, and 205 bales Wild Silks. Re-reels and Filatures.—About 100 bales Market Filatures have been settled for Lyons at quotations below. The Export of Steam Filatures to date is: 5,872 bales to America, 4,120 bales to the Continent, 53 bales to Japan and 24 bales to London. Wild Silk.—Very little doing. Pongees.—Some 2,500 pieces White Cloth have been contracted for, delivery within five months on the following basis:

	in yds.	oz.	p. piece.
21 22 by 70 by 55 56 by 5 p. c. Congee	at Tls.	16 60	
21 22 by 70 by 53 54 by 5 p. c. Congee	at Tls.	14 35	
21 22 by 70 by 45 by 5 p. c. Congee	at Tls.	14 00	
23 27 by 70 by 66 67 by	at Tls.	21 25	

Waste Silk.—Nothing to report.

Prices calculated by Maerten's Tables at 11 per cent.; Exchange 2/6½; Freight Tls. 7.45 per bale:

	Tls.	Stg. lb.
	per picul.	per lb.
Yellow Silk.—Mienchow	345	7 7½
Fuyung No. 2	270	6 0½
Filature.—Buffalo Chop 1, 2 and 3, av. price ..	535	11 7
Red Eagle No. 2	530	11 6
Wild Silk.—Tussah Raw	100	4 4

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1897-98	1896-97
	bales.	bales.
Shanghai	12,564	8,814
Canton	11,206	4,199
Yokohama	32,687	25,382
	66,547	38,395

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1897-98	1896-97
	bales.	bales.
Shanghai	50,024	55,632
Canton	21,890	23,318
Yokohama	18,264	25,382
	90,178	103,762

CAMPHOR.

HONGKONG, 13th May.—Prices are rather higher. Quotations for Formosa are \$14.25 to \$14.50. Sales, 150 piculs.

SUGAR.

HONGKONG, 13th May.—The market is a little firmer and prices show a slight improvement. Quotations are:—

Shekloong, No. 1, White...	\$7.20 to 7.28	per picul.
do. " 2, White...	7.00 to 7.04	"
Shekloong, No. 1, Brown...	4.75 to 4.78	"
do. " 2, Brown...	4.62 to 4.65	"
Swatow, No. 1, White...	7.14 to 7.18	"
do. " 2, White...	6.67 to 6.90	"
Swatow, No. 1, Brown...	4.61 to 4.67	"
do. " 2, Brown...	4.50 to 4.54	"
Foochow Sugar Candy	11.10 to 11.13	"
Shekloong	9.90 to 9.94	"

MISCELLANEOUS EXPORTS.

Per German steamer *Wally*, sailed on the 23th April. From Hongkong for Havre:—600 rolls matting, 156 boxes camphor, 125 packages tea, 103 boxes staraniseed, 89 cases Chinaware, 19 cases feathers, 18 cases bristles, 17 cases human hair, 7 casks egg yolk, and 7 cases paper. For Havre option Hamburg:—100 cases cassia, 16 bales canes, 10 cases staraniseed, 5 rolls matting, and 1 bag buffalo horns. For Havre and/or Hamburg and/or London:—623 cases camphor, and 10 cases vermilion. For Hamburg:—750 rolls rags, 520 cases camphor, 519 bales canes, 450 bales broken cassia, 250 packages fire-

crackers, 96 rolls mats, 95 packages curios, 30 bales rattan shavings, 20 cases essential oil, 13 cases woodware, 11 cases lacquered ware, 10 cases cassia buds, 9 cases preserves, 6 cases Chinaware, and 4 packages sundries. For Rotterdam:—4 cases cigars. For Lisbon:—26 cases Chinaware.

Per German steamer *Prinz Heinrich*, sailed on the 27th April. For Singapore:—69 rolls matting. For Colombo:—39 rolls matting. For Alexandria:—5 cases sundries, and 2 cases fans. For Trieste:—60 bales waste silk. For Genoa:—109 bales canes, 105 bales raw silk, and 10 cases essential oil. For Gonoa and/or Hamburg:—123 bales canes. For New York:—123 bales raw silk. For Antwerp:—495 bales bamboo scraps, 83 bales rattan core, 23 bales bamboo tape, 18 boxes Chinaware, 9 rolls matting, and 6 packages split rattan. For Antwerp and/or Hamburg and/or London:—40 cases bristles. For Antwerp and/or Rotterdam:—212 bales leaf tobacco. For Amsterdam:—18 cases Chinaware, and 1 case bicycles. For Antwerp and/or Bremen and/or Hamburg and/or London and/or New York:—99 bales feathers. For Bremen:—424 rolls matting, 216 boxes tea, 50 cases ginger, 40 cases sundries, 10 cases ginger, and 3 cases cigars. For Hamburg:—407 bales feathers, 27 cases bristles, and 1 case sundries.

Per steamer *Lennox*, sailed on the 30th April. For New York:—500 roll matting, 144 packages Chinaware, 211 cases cassia, 100 boxes cassia buds, 50 cases preserves, 11 cases bristles, and 2,899 packages merchandise.

Per P. & O. steamer *Verona*, sailed on the 30th April. For Manchester:—26 bales waste silk. For London:—1 case cigars from Manila, 547 packages tea and 21 bales feathers from Foochow, 615 bales canes, 260 bales split bamboo, 101 bales waste silk, 1 bale raw silk, 470 rolls matting, 6 cases feathers, 20 cases bristles, 1 case silk piece goods, 3 packages sundries, 737 boxes tea, (15,477 lbs.). For Gibraltar:—2 cases cigars from Manila. For France:—222 bales raw silk, and 1 case silk piece goods. For Milan:—1 bale waste silk.

Per steamer *Menelaus*, sailed on the 3rd May. For London:—2,175 packages crackers, 4 packages effects, 335 cases preserves, 35 cases Chinaware, 3 cases varnish, 2 cases paper, 3 cases curios, 20 cases blackwoodware, 63 bales feathers, and 12 packages sundries. For London and/or Manchester:—100 bales waste silk. For London and/or Hamburg:—56 cases bristles. For Liverpool:—4 cases blackwoodware, and 2 packages sundries.

OPIUM.

HONGKONG, 13th May.—Bengal—There has been a steady improvement in prices during the past week, New Patna closing at \$638½, Old Patna nominally at \$750, New Benares at \$700, and Old Benares nominally at \$710.

Malwa.—The demand has improved and prices have advanced. Current quotations are as follow:—

Old (2½ yrs.) \$830 with all'nce of 6 Tls. to 4½ cts.
" (6/7 ") \$810 " " of 1½ cts. to 4 " "
" (9/9 ") \$860 " " of 0 " to 2 " "
Persian.—There has not been any change in rates, which continue at \$490 to \$630 for Oily and at \$540 to \$670 for Paper-wrapped according to quality.

To-day's stocks are estimated as under:—

	PATNA.		BENARES.		MALWA.	
DATE.	New.	Old.	New.	Old.	New.	Old.
1898.	\$	\$	\$	\$	\$	\$
May 7.	688½	745	688½	700	...	...
May 8.	688½	745	688½	700	...	...
May 9.	687½	745	687½	700	...	...
May 10.	690	745	690	705	...	...
May 11.	691½	745	692½	705	...	...
May 12.	695	750	695	710	...	...
May 13.	698½	750	700	710	...	...

COTTON.

HONGKONG, 13th May.—Fair business at steady rates. Stocks, about 3,550 bales.

Bombay \$16.00 to 19.00 p. pl.
Kurrachee " to " "
Bengal (New), Rangoon, } 17.00 to 20.00 "
and Dacca..... }
Shanghai and Japanese... 21.00 to 22.00 "
Tungchow and Ningpo... 21.00 to 22.00 "
Madras (Best)..... " to " "
Sales: 1,500 bales Bengal (New), Rangoon, and Dacca.

RICE.

HONGKONG, 13th May.—In the absence of any marked demand, and stocks being heavy prices have again declined. Quotations are:—

Suigon, Ordinary..... \$2.80 to 2.85
" Round, good quality..... 3.25 to 3.30
" Long 3.55 to 3.60
Siam, Field, mill cleaned, No. 2 ... 3.05 to 3.10
" Garden, " No. 1 ... 3.67 to 3.72
" White..... 4.50 to 4.55
" Fine Cargo 4.75 to 4.80

COALS.

HONGKONG, 13th May.—Market for Cardiff quiet. Small sales of Australian small at \$11 and large at \$13. Small sales of Japanese at \$11. Quotations are:—

Cardiff \$20.00 to 30.00 ex ship, Nominal.
Australian \$11.00 to 13.00 ex ship, steady
Miki Lump } 10.00 to 12.50 Nominal
and Small. }
Mojji Lump ... 9.00 to 11.50 ex ship, steady
Hongay Lump 12.50 to — Nominal.
Hongay Dust.. 5.00 to — "
Briquettes ... 10.00 to — "

MISCELLANEOUS IMPORTS.

HONGKONG, 13th May.—Amongst the sales reported during the week are the following:—

YARN AND PIECE GOODS:—Bombay Yarn.—950 bales No. 10 at \$78 to \$93.50, 150 bales No. 12 at \$92 to \$97, 300 bales No. 16 at \$88 to \$100, 700 bales No. 20 at \$96 to \$101.50. Japanese Yarn.—50 bales No. 10 at \$84.50, 50 bales No. 20 at \$102.50. Grey Shirtings.—750 pieces 10 lbs. Blue 5 Mer at \$3.95, 700 pieces 7 lbs. Large Eagle at \$2.05, 250 pieces 10 lbs. Palm at \$4.10, 600 pieces 8½ lbs. Red 7 Boys at \$2.67½, 250 pieces 11 lbs. Blue Man No. 8000 at \$4.07½, 300 pieces 8½ lbs. R. Peach at \$2.72½. White Shirtings.—500 pieces Flower Chop at \$3.02½, 250 pieces. Flower Chop at \$5.02½, 200 pieces F.B.I. at \$5.45, 500 pieces Gold Elephant at \$4.02½, 500 pieces C. Mark at \$5.60, 250 pieces Gold Elephant at \$4.02½, 500 pieces C. Mark at \$5.60, 250 pieces No. 600 at \$4.30, 100 pieces No. 575 at \$4.55, 2,000 pieces Stag and Moon No. 1,000 at \$2.30. Long Ells.—150 pieces 8 lbs. Green \$7.30, 125 pieces 8 lbs. Scarlet at \$7.15, 250 pieces 8 lbs. Scarlet \$7.20, 250 pieces 8 lbs. Scarlet at \$7.20. T.-Cloths.—1,125 pieces 7 lbs. Mex 4 Stag at \$2.33½, 500 pieces 32 in Mex. Gold Horse at \$2.85, 500 pieces 7 lbs. Mex Crown Chop at \$2.72½, 1,125 pieces 7 lbs. Wild Cow at \$1.87, 750 pieces 7 lbs. Mex Sil. Pheasant at \$1.95, 750 pieces 7 lbs. Mex Sil. Lion No. 1 at \$1.94, 1,125 pieces 7 lbs. Mex Sil. Lion No. 2 at \$1.89, 750 pieces Red Stag at \$2.47, 750 pieces Gold Dragon at \$2.47, No. 40 Yarn.—25 bales Green Dragon at \$1.35. Drills.—150 pieces 15 lbs. Large Eagle, \$5.05. Sp. Stripes.—120 pieces B B B at \$0.63. Turkey Reds.—200 pieces 4 lbs. Clock at \$2.82½. Blankets.—120 pairs scarlet at \$7.26.
METALS.—Quicksilver.—100 flasks at \$137 arrive.
Tin.—100 slabs Foong Chai at \$40.25. Lead.—420 piculs Australia at \$9.

COTTON YARN.

Bombay—Nos. 10 to 20s..... 74.00 to 104.00
English—Nos. 16 to 24..... 111.00 to 117.00
" 22 to 24..... 114.00 to 120.00
" 28 to 32..... 124.00 to 129.00
" 38 to 42..... 133.00 to 140.00

COTTON PIECE GOODS.

Grey Shirtings—6lbs. 1.75 to 1.85
7lbs. 2.00 to 2.07½
8½ lbs. 2.50 to 3.20
9 to 10 lbs. 3.40 to 4.15
White Shirtings—54 to 56 rd. 2.40 to 2.60
58 to 60 " 2.75 to 3.45
64 to 66 " 3.55 to 4.40
Fine 4.35 to 7.15
Book-folds. 3.80 to 5.70
Victoria Lawns—12 yards ... 0.65 to 1.70
T.-Cloths—6lbs. (32 in.) Ord'y. 1.55 to 1.75
7lbs. (32 ") " 1.90 to 2.15
6lbs. (32 ") Mexs. 1.70 to 1.85
7lbs. (32 ") " 2.10 to 2.80
8 to 8½ oz., (36 in.) 2.40 to 3.25

Drills, English—40 yds., 13½ to 14lbs 3.75 to 5.15

FANCY COTTONS

Turkey Red Shirtings—1½ to 7lbs. } 1.60 to 5.60
Brocades—Dyed 3.00 to 5.60
per yard
Damasks..... 0.12 to 0.16
Chintzes—Assorted 0.08 to 0.14
Velvets—Black, 22 in..... 0.20 to 0.45
Velveteens—18 in. 0.17½ to 0.18½
per dozen

Handkerchiefs—Imitation Silk 0.45 to 0.90
per yard

WOOLLENS

Spanish Stripes—Sundry chops. 0.51½ to 1.40
German 1.15 to 1.50
Habit, Med., and Broad Cloths. 1.25 to 5.25
per piece
Long Ells—Scarlet 6.50 to 9.00
Assorted 6.50 to 9.10
Camlets—Assorted 12.50 to 32.00
Lastings—30 yds., 31 inches, } 12.00 to 20.00
Assorted }

Orleans—Plain 7.00 to 8.50
per pair

Blankets—8 to 12lbs. 5.50 to 14.00
per picul

METALS

Iron—Nail Rod 4.20 to —
Square, Flat Round Bar ... 4.20 to —
Swedish Bar 5.90 to —
Small Round Rod 4.75 to —
Hoop 5.50 to —
Old Wire Rope 1.50 to 3.00
Wire 15/25 9.50 to —
Lead, L. B. and Hole Chop ... 9.00 to —
Australian..... 31.50 to —
Yellow M'tal—Muntz, 14/20 oz. 31.00 to —
Vivian's, 14/20 oz. 31.00 to —
Elliot's, 14/20 oz. 31.00 to —

Composition Nails — to —
Japan Copper, Slabs..... 35.00 to —
Tiles 29.00 to —

Tin — to —
per box.

Tin-Plates 6.00 to —
per cwt. case

Steel ½ to ¾ 5.50 to —

SUNDRIES

Quicksilver 130.00 to —
per box
Window Glass 4.35 to —
per 10-gal. caes
Kerosene Oil 1.89 to —

SHANGHAI, 7th May.—(From Messrs. Noël, Murray & Co.'s Piece Goods Trade Report).—There is very little change to advise in our market, business, in Manchester makes especially, being considerably restricted by the decline in Exchange and the growing scarcity of supplies. The dealers do not seem inclined to respond to the drop in sterling rates, as they are a very appreciable percentage below the parity of Silver, and as we are on the verge of the opening of the most important of the produce markets, Silk and Tea, there is good reason to expect an advance in the near future. It is not anticipated, however, that Importers will be willing to meet them to the full extent of any rise, as the market for the generality of goods is already below the cost of replacing. Particular attention has been paid to American Sheetings again, and it is said that practically all the stock in first hands is sold. Several of the transactions reported this week are really re-sales by the dealers, being goods that have been held over on their account through the winter and show a much better chance of coming out now with only a small loss. The Tientsin market is said to have greatly improved, the goods going into consumption much more freely. Newchwang, too, is progressing more satisfactorily although the market there is still much hampered by the stringency of money. Favourable advices are also coming in from the River markets, but Ningpo is quiet. Advantage was taken of the Race holidays during the interval to suspend one of the regular Auctions, but judging by the prices realised at the Yuen-fong sale nothing was lost. Woollens are still dragging very much in spite of the small quantities offered, and privately there seems to be no enquiry whatever.

METALS, 9th May.—(From Messrs. Alex. Bielfield & Co.'s Report).—In Metals there have been a few transactions as under, at fair prices, the most noticeable change being the rise in the price of Lead noted there. There is very little inquiry, and as home dealers remain firm there appear at the moment to be little chance for improvement in any lines. The following has been done:—200 tons Sohler, N.R. at 12½s. 6d., c.i.f., 200 tons Goffins, N.R. at 12½s., c.i.f., 50 tons

Old Round Iron at 105s., c.i.f., 150 tons Australian Lead at Tls. 7.25, "spot," 150 tons Steel Plate Cuttings at 99s., c.i.f., 500 boxes Bamboo Steel, "Double Horse," at £12. 0s. 0d. c.i.f., 100 tons Boiler Plates at 91s., c.i.f.

EXCHANGE.

FRIDAY, 13th May.

ON LONDON.—

Telegraphic Transfer 1/10½
Bank Bills, on demand 1/10½
Bank Bills, at 30 days' sight 1/10½
Bank Bills, at 4 months' sight 1/10½
Credits, at 4 months' sight 1/10½
Documentary Bills, 4 months' sight 1/10½

ON PARIS.—

Bank Bills, on demand 2.35
Credits, at 4 months' sight 2.39½

ON GERMANY.—

On demand 1.90

ON NEW YORK.—

Bank Bills, on demand 45½
Credits, 60 days' sight 46½

ON BOMBAY.—

Telegraphic Transfer 138½
Bank, on demand 139½

ON CALCUTTA.—

Telegraphic Transfer 138½
Bank, on demand 139½

ON SHANGHAI.—

Bank, at sight 74½
Private, 30 days' sight 75½

ON YOKOHAMA.—

On demand 8 % pm.

ON MANILA.—

On demand 1½ % pm.

ON SINGAPORE.—

On demand 1½ % pm.

SOVEREIGNS Bank's Buying Rate 10.67
GOLD LEAF, 100 fine, per tael 56.25

JOINT STOCK SHARES.

HONGKONG, 13th May.—The market continues inactive, but rates are steady and in some cases show an improvement on those of last week.

BANKS.—Some small parcels of Hongkong and Shanghai have found buyers at 187 and 188 per cent. prem., the market closing firmer with buyers at 189. Nationals and Bank of China unchanged and without business.

MARINE INSURANCES.—China Traders have changed hands at \$62½ and \$63. Unions, Cantons, Straits, and the Northern Insurances continue on offer without business.

FIRE INSURANCES.—Both Hongkongs and Chinas continue neglected at quotations.

SHIPPING.—Hongkong, Canton, and Macao Steamboats have ruled quiet with small sales at \$26½, closing with sellers at that rate. Indos are neglected at \$62½ with little or no business. Douglasses quiet but steady at \$58. China Manilas remain on offer at quotations without business and China Mutuals have changed hands at quotations.

REFINERIES.—China Sugars continue to rule very dull and more or less neglected for cash, but a few lots have been negotiated at \$162 for May 30th, \$165 and \$163 for June, and \$169 for August deliveries. Luzons have improved to \$42 and are inquired for at that rate.

MINING.—Punjoms continue steady with sales at \$5½ and \$5.15 for ordinary and \$1.60 preferences; buyers at a little under these rates cannot find sellers. Charbonnages continue out of the market and out of favour at quotation. New Balmorals have fallen to 90 cents and 70 cents for preference and ordinaries, at which rates a fair number of shares have changed hands. Olivers unchanged and without business. A telegram from the mines states that a crushing of 675 tons has yielded 6 dwt. Jelebus have been in strong demand and a fair number have changed hands at rates from \$1.75 to \$3, market closing steady at latter rate. Raubs after further transactions at \$29½ and \$30 are a little quieter at \$29½, but shares could be placed at equivalent rates forward.

LOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Dock shares have been in request in small lots at 253 to 254 per cent. prem., but holders refuse to part and no business has resulted. Kowloon Wharves have somewhat improved their position and have changed hands at \$55½, closing steady to strong. Wanchais unchanged and without business.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue on offer at \$72½ and half-a-point lower would probably be accepted. Kowloon Lands unchanged and without business. Humphreys Estates still continue on the market at \$8½ and West Points at \$2½ without sales. Hotels steady at \$53 with a small business.

MISCELLANEOUS.—Green Islands continue dull and out of favour at quotations. Watsons have changed hands at \$11.75 and \$12. Kowloon Ferry Co. at \$9½, \$9¼, and \$9, and previously at lower rates. Nothing further to report under this heading.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		
Hongkong & Shanghai	\$125	189 % prem = \$361.25, buyers
China & Japan, prf.	£5	nominal
Do. ordinary	£4	nominal
Do. deferred	£1	£5.5s.
Natl. Bank of China		
B. Shares	£8	\$18, sales
Founders Shares	£1	\$18, sales
Bell's Asbestos E. A.	£1	nominal
Campbell, Moore & Co.	\$10	\$8
China Sugar	\$100	\$161, sellers
Cotton Mills—		
Ewo	Tls. 100	Tls. 100
Hongkong	\$40	\$27½, sellers
International	Tls. 100	Tls. 107
Lau Kung Mow	Tls. 100	Tls. 110
Soychee	Tls. 500	Tls. 520
Yahloong	Tls. 100	Tls. 90
Dairy Farm Co.	\$5	\$3½
Fenwick & Co., Geo.	\$25	\$30
Green Island Cement	\$10	\$27, buyers
Do. New Issue	\$2½	\$12½, sellers
H. & China Bakery	\$50	\$33
Hongkong & C. Gas	£10	\$125
Hongkong Electric	\$10	\$9½, sellers
H. H. L. Tramways	\$100	\$10
Hongkong Hotel	\$50	\$53, buyers
Hongkong Ice	\$25	\$108, buyers
H. & K. Wharf & G.	\$50	\$55½, buyers
Hongkong Rope	\$50	\$164, sellers
H. & W. Dock	\$125	254 p. ct. prem. = \$142½, buyers
Insurances—		
Canton	\$50	\$137½, sellers
China Fire	\$20	\$98, sellers
China Traders'	\$25	\$6½, sellers
Hongkong Fire	\$50	\$33½, sellers
North-China	£25	Tls. 180, buyers
Straits	\$20	\$11½, sellers
Union	\$50	\$2.5, sellers
Yangtze	\$60	\$124, sellers
Land and Building—		
H. Land Investment	\$50	\$72½, sellers
Humphreys Estate	\$10	\$3½, sellers
Kowloon Land & B.	\$30	\$17, sellers
West Point Building	\$40	\$2½, sellers
Luzon Sugar	\$100	\$12, buyers
Mining—		
Charbonnages	Fce. 500	\$125, sellers
Great E. & C'donian	\$5	\$5, sales
Do.	\$2½	\$3.50, sellers
Jelebu	\$5	\$3, buyers
New Balmoral	\$1	70c, sales
Do. Preference	\$1	90c, sales
Oliver's Mines, A.	\$5	\$17, sellers
Do. B.	\$2½	\$3½, sellers
Punjoni	\$5	\$5.15, sales
Do. Preference	\$1	\$1.70, sellers
Raubs	14s. 10d.	\$29½, buyers
New Amoy Dock	\$6½	\$4.75, ex return of capital
Steamship Coy.—		
China and Manila	\$50	\$18, sellers
China Mutual Ord.	£10	£7 15s., sales & b.
Do. Preference	£10	£5 5s. buyers
Do.	£5	£2 15s. sales & b.
Douglas S. S. Co.	\$5½	\$58, sales
H. Canton and M.	\$15	\$26½, sellers
Indo-China S. N.	£10	\$32, sellers
Tebrau Planting Co.	\$5	\$5, sellers
Do.	\$2	\$3, sellers
United Asbestos	\$2	\$1.40, buyers
Do.	\$10	\$10, nominal
Wanchai Warehouse Co.	\$37½	\$41
Watson & Co., A. S.	\$10	\$12, sellers

J. V. Y. VERNON, broker.

SHANGHAI, 9th May.—(From Messrs. J. P. Bisset & Co.'s Report)—The Race holidays have intervened since our last report was issued, and there is but little business to report. We have to note an improvement in Hongkong and Shanghai Bank shares. Banks.—Hongkong and Shanghai Banking Corporation.—Shares were sold locally at 193 per cent. premium. There is no change to report in other Bank shares. Marine Insurance.—Local business has been confined to a sale of Straits Insurance shares at \$12, at which there are sellers. Fire Insurance.—

Shares are neglected. Shipping.—Indo-China S. N. shares changed hands locally at Tls. 48 and Tls. 49 for the 31st July, and shares were sold to Hongkong at \$62, and are wanted there at the same price, while there are sellers at \$62½. Sugar Companies.—Perak Sugar Cultivation shares were sold at Tls. 36. Luzon Sugar Refining shares are wanted. Mining.—Raub Australian Gold Mining shares were placed locally and to Hongkong at \$28 to \$29½. Docks, Wharves & Godowns.—Shanghai Engineering Dock shares were sold at Tls. 75, and are wanted at the same price. Shares in Boyd & Co. are offering at Tls. 197½. S. C. Farnham & Co. shares are wanted at Tls. 170, and are held for Tls. 172½. Lands.—No business is reported in Shanghai Land Investment shares in the absence of buyers. Industrial.—Business has been done in International Cotton Mill shares at Tls. 107 ex dividend. Lion-Kung-Mow shares, old at Tls. 100 cash and Tls. 101 for the 31st current, and new shares at par (Tls. 50), and in China Flour Mill shares at Tls. 53. Miscellaneous.—Shanghai-Sumatra Tobacco shares have changed hands at Tls. 82, and Shanghai-Langkai Tobacco share at Tls. 275/250 cash and Tls. 310 for the 31st August. J. Llewellyn & Co. shares have been in demand, and were placed at \$51/70. Hall & Holtz shares were placed at \$40/41. Central Stores shares have improved to \$11/12, with business. Loans.—Shanghai & Hongkong Wharf Debentures are offering at Tls. 103, and Perak Sugar 7 per cent. Debentures at par.

TONNAGE.

HONGKONG, 13th May.—Since our last report there has been little enquiry for tonnage. The rate from Saigon to Hongkong has declined considerably and only 26 cents per picul is offered for small and 25 cents per picul for large carriers. Bangkok to Hongkong 30 cents inside and 35 cents per picul outside the bar might be obtained for small steamers. Newchwang to Amoy 33 cents, to Canton 40 cents per picul prompt loading. Coal freights from Moji to this have advanced to \$2.10 per ton and one settlement has been effected at \$2.20 per ton, but this cannot be regarded as the current rate; to Singapore \$2.05 per ton.

There is one disengaged sailing vessel in port, registering 1,447 tons.

The following are the settlements:—

Tam O'Shaider—American ship, 1,432 tons, Hongkong to Baltimore.

Telantos—German steamer, 1,578 tons, two ports Java to two ports Japan, 60 cents per picul.

Loyal—German steamer, 1,237 tons, Kobe to Vladivostok, \$12,000.

Loyal—German steamer, 1,237 tons, Newchwang to Amoy, 33 cents per picul.

Ingraban—German steamer, 89½ tons, Newchwang and Chefoo to Amoy, \$8,250.

Sung Kiang—British steamer, 994 tons, Newchwang to Canton, 40 cents per picul.

Ablershot—British steamer, 1,354 tons, two trips, Hongkong to Hongkong, \$2.00 per ton.

Actir—Danish steamer, 426 tons, three trips, Hongkong to Canton, \$2.75 per ton.

Dovar—German steamer, 1,202 tons, Moji to Hongkong, \$2.05 per ton.

Terrier—Norwegian steamer, 1,008 tons, Moji to Hongkong, \$2.20 per ton.

Oceana—German steamer, 1,738 tons, Hongkong to Yokohama, 35 cents per picul.

Dovar—German steamer, 1,202 tons, Hongkong to Yokohama, 33 cents per picul.

Dunde—German steamer, 1,302 tons, Saigon to Kobe, 43 cents per picul.

Nord—Norwegian steamer, 768 tons, Saigon to Yokohama, 55 cents per picul.

Benvenue—British steamer, 1,468 tons, Saigon to Hongkong, 25 cents per picul.

Sabine Rickmers—German steamer, 690 tons, Bangkok to Hongkong, 33 and 38 cents per picul.

Phoenix—Norwegian steamer, 1,367 tons, monthly, 6 months, £325 per month.

VESSELS ON THE BERTH.

For LONDON.—Candia (str.), Antenor (str.), Formosa (str.), Kanagawa Maru (str.).

For SAN FRANCISCO.—Peru (str.), Imberhorne, Coptic (str.).

For NEW YORK.—Energia (str.), Queen Margaret (str.), St. David.

For VANCOUVER.—Empress of Japan (str.).

For BREMEN.—Preussen (str.).

For HAVRE.—Thekla (str.), Siam (str.).

For PORTLAND.—Braemar (str.).

For TRIESTE.—Trieste (str.).

For SEATTLE.—Kinshu Maru (str.).

For TACOMA.—Olympia (str.).

For AUSTRALIA.—Chingtu (str.), Omi Maru (str.).

For MARSEILLES.—Indus (str.), Kanagawa Maru (str.).

For VICTORIA.—Olympia (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

May—

ARRIVALS.

- 6, Activ, Danish str., from Bangkok.
- 7, Australian, British str., from Yokohama.
- 7, Nanyang, German str., from Swatow.
- 7, Chowtai, British str., from Bangkok.
- 7, Hugh McCulloch, Amr. cr., from Manila.
- 7, Kashing, British str., from Saigon.
- 7, Loongmoon, German str., from Shanghai.
- 7, Nord, Norwegian str., from Singapore.
- 7, Tailee, German str., from Saigon.
- 7, Tritos, German str., from Saigon.
- 8, Andalusia, German str., from Shanghai.
- 8, Formosa, British str., from Tamsui.
- 8, Framnes, Norw. str., from Bangkok.
- 8, Hakata Maru, Jap. str., from Singapore.
- 8, Hanoi, French str., from Haiphong.
- 9, Kwanglee, Chinese str., from Shanghai.
- 9, Phra Chom Klao, Brit. str., from Bangkok.
- 9, Doyo Maru, Jap. str., from Moji.
- 9, Idzumi Maru, Jap. str., from Singapore.
- 9, Oslo, Norwegian str., from Bangkok.
- 9, Prosper, Norwegian str., from Hongay.
- 9, Niniwa, Japanese cruiser, from Yokohama.
- 10, Yarra, French str., from Marseilles.
- 10, Pectan, British str., from Singapore.
- 10, Craigearn, British str., from New York.
- 10, Chiynen, Chinese str., from Canton.
- 10, Mongkut, British str., from Saigon.
- 11, Sagami Maru, Japanese str., from Amoy.
- 11, Haitan, British str., from Coast Ports.
- 11, Peru, Amr. str., from San Francisco.
- 11, Shantung, British str., from Moji.
- 11, Pique, British cruiser, from Chefoo.
- 11, Frejr, Danish str., from Tourou.
- 11, Kyoto Maru, Jap. str., from Karatsu.
- 11, Quarta, German str., from Newchwang.
- 11, Rohilla, British str., from Yokohama.
- 11, Suisang, British str., from Calcutta.
- 11, Trieste, Austrian str., from Yokohama.
- 11, Elphinstone, British str., from Saigon.
- 12, Chihli, British str., from Saigon.
- 12, Loongmoon, German str., from Canton.
- 12, Bormida, Italian str., from Bombay.
- 12, Amara, British str., from Saigon.
- 12, Coromandel, British str., from Shanghai.
- 12, Kwanglee, Chinese str., from Canton.
- 12, Kinshiu Maru, Jap. str., from Moji.
- 12, Empress of Japan, Brit. str., from Vancouver.
- 12, Tamarind, Norw. str., from Bangkok.
- 12, State of Maine, Amr. ship, from N. York.
- 12, Linnet, British gunboat, from Manila.
- 13, Thekla, German str., from Moji.
- 13, Orestes, British str., from Liverpool.
- 13, Armenia, German str., from Singapore.
- 13, Aldershot, British str., from Hongay.
- 13, Hailoong, British str., from Tamsui.
- 13, Parramatta, British str., from Bombay.
- 13, Formosa, British str., from Yokohama.
- 13, Java, British str., from London.
- 13, Kriemhild, German str., from Hamburg.
- 13, Airlie, British str., from Sydney.
- 13, Siam, British str., from Copenhagen.
- 13, Kaisow, British str., from Liverpool.

May—

DEPARTURES.

- 7, Nanchang, British str., for Hongay.
- 7, Chiynen, Chinese str., for Canton.
- 7, Salazie, French str., for Europe, &c.
- 7, Niobe, German str., for Yokohama.
- 7, Loyal, German str., for Yokohama.
- 7, Catherine Apcar, British str., for Calcutta.
- 7, Lombard, British str., for Kobe.
- 8, Ask, Danish str., for Hoihow.
- 8, Bygdo, Norwegian str., for Bangkok.
- 8, Chunsang, British str., for Bangkok.
- 8, Clara, German str., for Haiphong.
- 8, Glenavon, British str., for Saigon.
- 8, Haimun, British str., for Amoy.
- 8, Hongkong, French str., for Haiphong.
- 8, Isis, British str., for Chefoo.
- 8, Pathan, British str., for Saigon.
- 8, Shini Maru, Jap. str., for Yokohama.
- 8, Sungkiang, British str., for Manila.
- 8, Taiwan Maru, Jap. str., for Saigon.
- 8, Thales, British str., for Swatow.
- 8, Hugh McCulloch, Amr. g-bt., for Manila.
- 9, Kashing, British str., for Kobe.
- 10, Donar, German str., for Yokohama.
- 10, Kwanglee, Chinese str., for Canton.
- 10, Loongmoon, German str., for Canton.
- 10, Belgic, British str., for San Francisco.
- 10, Benvorlich, British str., for Singapore.
- 10, Hakata Maru, Jap. str., for Yokohama.

- 10, Nanyang, German str., for Swatow.
- 10, Orange Prince, Brit. str., for P. Sembilan.
- 10, Yarra, French str., for Shanghai.
- 11, Haitan, French str., for Hoihow.
- 11, Mathilde, German str., for Haiphong.
- 11, Formosa, British str., for Swatow.
- 11, Australian, British str., for Australia.
- 11, Craigearn, British str., for Shanghai.
- 11, Hanoi, French str., for Haiphong.
- 11, Pectan, British str., for Nagasaki.
- 11, Prosper, Norw. str., for Port Wallut.
- 11, Victoria, British str., for Tacoma.
- 12, Chowtai, British str., for Bangkok.
- 12, Chiynen, Chinese str., for Shanghai.
- 12, Westburg, Russian bark, for S. Francisco.
- 12, Activ, Danish str., for Singapore.
- 12, Andalusia, German str., for Hamburg.
- 12, Amara, British str., for Kobe.
- 12, Chihli, British str., for Kobe.
- 12, Elphinstone, British str., for Kobe.
- 12, Idzumi Maru, Jap. str., for Kobe.
- 12, Keongwai, British str., for Swatow.
- 12, Sishan, British str., for Swatow.
- 12, Tritos, German str., for Saigon.
- 13, Sungkiang, British str., for Nagasaki.
- 13, Nord, Norwegian str., for Saigon.
- 13, Benvenue, British str., for Saigon.
- 13, Oslo, Norwegian str., for Hangkok.
- 13, Haitan, British str., for Swatow.
- 13, Loongmoon, German str., for Shanghai.
- 13, Sagami Maru, Jap. str., for Shanghai.
- 13, Trieste, Austrian str., for Trieste.

PASSENGER LIST.

ARRIVED.

Per *Salazie*, for Hongkong from Yokohama, Mr. Claudino Lopez; from Kobe, Messrs. Boretts and Tokizawa; from Shanghai, Mr. and Mrs. Hall, Messrs. Balfour Lee and Eardley Wilmot, Mr. and Mrs. Skinner, Mr. R. S. Judah, Miss Eyre, Messrs. Marques, Kominami, A. Middleton, Emsley, Pary, and Nobata; for Saigon from Yokohama, Messrs. Roussin, Juventin, Kimigawa; from Kobe, Mr. An Tong; from Shanghai, Messrs. Laplace Francois and Raula; for Singapore from Yokohama, Mrs. Coupens, Mrs. Fuller; from Kobe, Mr. Sholten; from Shanghai, Mr. and Mrs. Ludolph; for Colombo from Nagasaki, Mrs. and Miss Hamilton and baby; for Marseilles from Yokohama, Mr. and Mrs. Espieux and infant, Messrs. Orisake, Kumasaka and Fortun; from Kobe, Mr. and Mrs. Tanninet and infant; from Nagasaki, Mrs. Picktuchowsky; from Shanghai, Mr. Mrs. and Miss Kremer, Messrs. Lagier and Michel, Miss Sontay, Mrs. Rocher, Messrs. D'Orival and Stamelbaer, Miss Chamot, Rev. Stenackers, Messrs. Fergusson, Bollard, and Dubail.

Per *Formosa*, from Tamsui, &c., Mr. Russell, and Dr. Longwell.

Per *Loongmoon*, from Shanghai, Mrs. Josepha North, and Mr. Robert Given.

Per *Nanyang*, from Swatow, Messrs. J. G. Goetz and M. Neubrunn.

Per *Australian*, from Yokohama, Mrs. Barker, Miss Mellin, Miss L. Mellin, Messrs. A. Marks, R. H. Marks, and Armstrong.

Per *Yarra*, for Hongkong from Marseilles, Mr. Roofnons; from Colombo, Mrs. Moss and infant; from Singapore, Mrs. Castelman, Miss Postlewaire, Mr. H. Levison, Mr. and Mrs. Bethell, Messrs. O. Walkers, Helling, Tegelberg, L. Levison, Deschot, Mrs. Schaidt, Mr. Lediament, Mrs. Fusyano, Mr. Vary, Mr. and Mrs. Sia Ah King and infant, Mr. Mohamed Hersen, and Mr. Mitchell; for Shanghai from Marseilles, Messrs. Baudrand, Shang Siou Tsing, Helgeland, Count du Chaylard, Miss Briot, and Mr. Rey; from Singapore, Mr. Harwey; from Saigon, Messrs. Lacroix, Fraiste, Decouler, and Collomb; for Nagasaki from Singapore, Mr. Osato; for Kobe from Marseilles, Mr. Berne; for Yokohama from Marseilles, Mr. Marthoud, Colonel Idihi, Messrs. Merecki, Chaffanjon, O. de Labry, Gysin, Sharptf, Cotte Ladislas, and Mr. and Mrs. Eudelin; from Colombo, Messrs. Mallick and Lefaucheur; from Singapore, Messrs. Orna, Alsagoff, Stanford, and Thomas; from Saigon, Messrs. Bordenneuve and Vindson, and Mrs. Assa and daughter.

Per *Sagami Maru*, from Amoy, Messrs. Swiving and Robert.

Per *Haitan*, from Coast Ports, Messrs. C. R. Scott and Henderson.

Per *Peru*, from San Francisco, &c., Paymaster Heap, U.S.N., Pay Clerk Lazelle, U.S.N., Messrs. F. W. Brown and Jas. Buskett.

Per *Rohilla*, for Hongkong from Kobe, Mr. and Mrs. Hernskin, Messrs. Whitehead and H. M. Thomas; from Yokohama, Messrs. Owen and McClean.

Per *Empress of Japan*, from Vancouver, Miss H. Mast, and Mr. C. A. Tomes; from Yokohama, Lieut.-Col. A. R. Fraser, Mr. J. C. Cook, Mr. and Mrs. H. A. Ritchie, Miss Bell, Miss Timms, from Kobe, Mr. E. Krause; from Shanghai, Messrs. J. McKie and J. H. Lewis, Lieut. P. G. Davies, R.A., Mr. Loo Dah Ching, Dr. and Mrs. L. G. Hill, Messrs. P. A. Cox, H. Smith, and W. V. Robinson.

Per *Coromandel*, from Shanghai for Hongkong, Messrs. H. C. Nicolle, P. Crowle, Capt. Supt. P. B. Pattison, Messrs. Jordan and J. F. Leon; for Colombo, Mr. and Mrs. Brough, Miss Temple, Miss Watt-Tanner, Miss Harrington, Miss Hardy, Miss Monkman, Mr. and Mrs. Plummer, Messrs. G. Majeroni, M. Majeroni, McIntyre, Robinson, Shine, Roberts, Hamilton, Mr. and Mrs. Hards and infant, Mr. and Mrs. Gardner, Messrs. G. Gardner and W. Twist; for Bombay, Capt. Daniels, Messrs. Le Mare, M. Barnett, Gordon, Millett, Lang, Peard, Lillie, Sherdow, Hinde, and Jones; for London, Dr. and Mrs. Wilton; from Yokohama for Colombo, Mr. Visresaraya; for London, Mr. H. Booth, Miss Booth, Dr. Booth, Mrs. Cotrell, and Mr. and Mrs. Oliver.

DEPARTED.

Per *Salazie*, from Hongkong, for Singapore, Messrs. J. M. Serzand, G. Latende, Wheeler, G. Constantain, W. Bishop, G. Kirtelly, P. Merzakar, C. H. Bond and Mr. and Mrs. Goldenberg; for Marseilles, Rev. F. Bedan and Mr. G. Neubrunn; for Saigon from Yokohama, Messrs. Roussin, Juventin, and Kimigawa; from Kobe, Mr. An Tong; from Shanghai, Messrs. Laplace Francis and Raula; for Singapore from Yokohama, Mr. Coupens, and Mrs. Fuller; from Kobe, Mr. Sholten; from Shanghai, Mr. and Mrs. Ludolph; for Colombo from Nagasaki, Mrs. and Miss Hamilton and child; for Marseilles from Yokohama, Mr. and Mrs. Espieux and child, Messrs. Orisake, Kumasaka, and Fortun; from Kobe, Mr. and Mrs. Tanninet and child; from Nagasaki, Mrs. Picktuchowsky; from Shanghai, Mr., Mrs. and Miss Kremer, Messrs. Lagier and Michel, Miss Sontay, Mrs. Rocher, Messrs. D'Orival and Stamelbaer, Miss Chamet, Rev. Stenackers, Messrs. Fergusson, Bollard, and Minister Dubail.

Per *Catherine Apcar*, for Singapore, Mr. and Mrs. Wong Chun Yuen and son; for Penang, Mrs. Friedmann, Mr. M. Friedmann, Miss R. Friedmann, Miss S. Friedmann, Mr. and Mrs. Hung Sam; for Calcutta, Lieut. Wilmot, Messrs. Turnbull and Henderson.

Per *Kwanglee*, from Shanghai, Messrs. Wandlerlauch and Marshall.

Per *Belgie*, for Shanghai, Miss Nielson, Fleet Engineer F. Ford, R.N., Mr. J. H. Nightingale, Mrs. J. Lewis, Mrs. N. Clark, Messrs. H. S. Cooke and Thos. Stevenson; for Nagasaki, Mr. A. Pustan; for Kobe, Mrs. E. T. Osborne, Mr. C. B. Caldwell, Messrs. A. J. Caffinger and N. S. Brooch; for Yokohama, Rev. Borthwick, Lt. Cunder Briggs, Mrs. Peach, Mrs. Foreman, Mrs. Irvine, Mrs. Gibson, Mrs. Norris, Mrs. Ransome and son; for San Francisco, Mrs. Robt. Gove, Miss Julia Haste, Mrs. Adam Grant, Mrs. J. M. Shotwell, Asst. Surg. C. P. Kindlburger, Joe C. Evans, W.S.N., Geo. C. Lond, W.S.N., Mrs. Robison, Miss Mc Ming, Mr. B. H. Grave, Mrs. and Miss Wildes, Mrs. E. S. Joseph, Messrs. C. W. Richardson, Wong Kee, and W. R. Russel; for Tacoma, Mr. W. Prange; for Los Angeles, Mr. Chas. H. Hayes; for London, Messrs. H. E. Tomkins and Jacob Schmidt.

Per *Yarra*, from Hongkong for Shanghai, Mrs. O. E. Kellog-Cravens, Mrs. Bennertz, Mrs. Castleman, Mrs. Portlewaite, Messrs. M. Le Roux, A. M. Marty, J. M. Basto da Silva, W. C. Anderson, J. Butcher, G. Hayes, J. M. Musson, U. Wenburg, L. Wilson and child, Mr. and Mrs. J. Castro and 4 children, and Rev. J. B. Martinet; for Kobe, Messrs. A. Kuhn, M. Lamadrid, and A. Lamadrid; for Yokohama, Mr. A. Weill.

Per *Australian*, for Australia, Mrs. Farmer and 2 children, Messrs. W. R. K. Mainwaring, A. F. de Rutzen, O. Krumbholz, and Max McGrath.

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